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Hector, Cat About Town
Notorious Gossip

A very plain bishop was visiting one of his rectors, who had a smart daughter. When the little girl was brought into the room to shake hands with the bishop, she sat down and stared at him. "Come, darling," said her mother, "go and shake hands." But the child still went on staring, and then, as if recollection had come to her, suddenly said: "I once gave you a bun at the Zoo."

Customer (to butcher): "Those sausages you sent me had meat at one end and bread at the other."

Butcher: "Yes, ma'am, in these hard times it's difficult to make both ends meet."

The newly married couple had moved into an apartment near a railroad. As the train rumbled past, she said:

"The trains do make quite a bit of noise don't they?"

"Yes, but after the first few days you won't mind it, dear," replied the husband.

"Then let's go to mother's for the first few days."

The new general manager was inspecting the branch office. "How long have you been working here?" he asked the office boy.

"Ever since the day the boss threatened to fire me," replied the young man.

The advance agent of a touring theatrical company inspected the dirty little theatre, the best the small township could provide, with disdain, and waved a hand towards the dust-covered dressing-room.

"This is disgraceful!" he said to the caretaker. "Show me the other dressing-room!"

"There ain't no other," said the caretaker.

"What! You expect the ladies and gentlemen of my company to use one dressing-room?" It can't be done, sir, it can't be done!"

The caretaker was obviously puzzled. "Why," he inquired, "are they quarreling?"

Crossroads Merchant: "No, sir, I ain't a-goin' to advertise."

Stranger: "Why not?"

Merchant: "I tried it once, an' it nearly ruined me. People come from miles away an' they bought nearly all the stuff I had."

"Do you mean to say that you've had the same cook for a year?"

"Yes, we took a long cruise on our yacht, and she couldn't swim."

"How much would it cost to send my son to Oxford?"

"By bus or train?"

Too Short

"Won't that new novel I bought keep you amused while you're waiting for me to dress?"

"I'm afraid not, wife, dear. There are only 200 pages in it."

Tolson wrote to a firm applying for a post, and in his letter he said he was the best salesman in the world. The firm decided to try him out, and sent him on the road with a special line of goods.

A month went by, and Tolson hadn't sold a thing, and he naturally began to get disheartened. Finally he decided to return to town.

"Well," asked the manager, "how did you get on?"

Tolson groaned.

"I've come to offer you an apology," he said. "I told you I was the best salesman in the world. Well, I'm only the second best. The best is the fellow who sold you that line of goods you sent me out to sell."

"Excellent! You've kept your appointment; right on the dot!" he exclaimed, as they met on the campus.

THE MOFFAT MURDER

Lancaster Doctor Charged

London, Oct. 13.
A sensational sequel to the mysterious finding of two dismembered bodies in a ravine near Moffat was disclosed to-day. The police have been working since October 1 to discover some clue as to the identity of the remains. They were baffled, and it seemed that there was no possible avenue to investigation which could lead them to a solution.

Following a conference of chief constable of Lancaster and Moffat and other police officials at Lancaster to-day however, Dr. Buck Ruxton, a Lancaster medical practitioner, was arrested and charged with the murder of Mary Jane Rogerson, twenty-year-old nursemaid, employed to attend the Ruxton's three children.

Prolonged investigation of the remains found at Ruxton led authorities to the belief that both the victims of the crime might be women.

This was followed by the report that Mrs. Isabel Ruxton, aged 35, and Miss Rogerson, had been missing since mid-September, when they were alleged to have left Lancaster to visit Edinburgh. Police seized upon this information.

YOUNG GIRL

The Chief Constable of Lancaster states that a definite point of identification has been established linking the body of the young female found at Moffat with the missing girl, Mary Jane Rogerson. Inquiries are continuing with respect to the missing Mrs. Ruxton. Police are almost certain that the second body is that of a female.

Reuter.

THE JAPANESE WILLING

Terms For Naval Conference

Tokyo, Oct. 14.

It is understood that the Foreign Office and the Admiralty have agreed to the terms of the Japanese reply to the British Government's suggestion for the calling of a Naval Conference at an early date.

The draft of the reply will be submitted to the War Office and then to the Cabinet. It is reported that the draft states that Japan is prepared to participate in the Conference on the following understanding:

(1) That Japan is entitled to advocate the principles which she has laid down in preliminary talks, namely the abolition of the 5-5-3 ratio, and the substitution therefore of a common maximum tonnage.

(2) Japan opposes the British proposal for a voluntary declaration of her construction programme, which Japan is of the opinion involves no qualitative or quantitative reduction of armaments.

Reuter.

"I certainly did," she replied. "So you see, certain nations have no thing on me, have they?"

"You mean—for promptness?" he inquired.

"Certainly. You see, I always keep my mandates."

Pat: "That was a fool sentiment Casey expressed at dinner last night."
Mike: "What was it?"
Pat: "He said that the sweetest memories in life are the recollections of things forgotten!"

DIARY OF LOCAL EVENTS

TUESDAY, OCTOBER 15
Anniversaries and Holidays.—Feast of St. Teresa of Jesus, V (1582).

Auctions.—Leather Suit Cases in Assorted Sizes, Imports and Exports Department, Fire Brigade Building, noon.

Cinema.

Kings:—"She."
Queen:—"The Crusades."
Central:—"Below The Sea."
Oriental:—"The Little Colonel."
World:—"Chinese Picture."
Alhambra:—"Father Brown, Detective."
Majestic:—"The Mark Of The Vampire."

Star:—"Affairs Of Voltaire"
Lectures.—Gas in Warfare, by Eng.-Cmdr. H. J. White R.N. and Surg.-Cmdr. G. L. Ritchie, R.N. Brigade Headquarters, 9 p.m.

Meetings.—Members and Creditors. Wuchow Receiving Agency, Ltd., 40 Bonham Strand, East, first floor, noon and 2 p.m. respectively.

Miscellaneous.—Peace Poster Competition close to-day; Rotary Club, Hongkong Hotel.
Social.—Cheero Club Whist Drive, 8.30 p.m.

Sports.

Bowls.—Shanghai v. Indian R.C. and Craighower C.C. Combined (Craighower C.C. Green).

Hockey.—Police "A" v. R.C. Signals (Marina), 5 p.m.

Moon.—IX Moon, 15th Day.

Sunrise.—4.19 a.m. Sunset.—5.59 p.m.

Tides.—High at 12.06 and 22.48; Low at 5.15 and 16.23.

WEDNESDAY, OCTOBER 16
Anniversaries and Holidays.—Feast of St. Gerard, Majestic, C

Cinema.

Kings:—"Lilies Of The Field."
Queen:—"Car 99."
Central:—"Madame Du Barry."
Oriental:—"Baboons."
World:—"Chinese Picture."
Alhambra:—"Father Brown, Detective."

Majestic:—"Chinese Picture."

Entertainments.—Scout Concert, China Fleet Club Theatre, 8.45 p.m.

Social.—Cheero Club Social Night; Seamen's Institute Whist Drive, 9 p.m.; Tombola on board H.M.S. Tamar, 7.15 p.m.; Lawn Bowls Interpart Dinner, Kowloon Cricket Club, 8.30 p.m.

Sports.

Bowls.—Shanghai v. Hong Kong (Third Interpart), Kowloon B.C.C. Green. Interpart Dinner at Kowloon C.C.

Hockey.—Indian Police v. Punjab (Marina), 4.30 p.m.

Swimming.—Annual V.R.C. Harbour Race, 5.15 p.m.

Moon.—IX Moon, 15th Day.

Sunrise.—6.20 a.m. Sunset.—5.58 p.m.

Tides.—High at 13.08 and 23.23; Low at 6.06 and 16.48.

THURSDAY, OCTOBER 17
Anniversaries and Holidays.—St. Margaret Mary Alacoque, V.

Cinema.

Kings:—"Lilies Of The Field."
Queen:—"Car 99."
Central:—"Madame Du Barry."
Oriental:—"Baboons."
World:—"Chinese Picture."
Alhambra:—"Father Brown, Detective."

Majestic:—"Chinese Picture."

Meeting.—Theosophical Society, 8 p.m.

Rehearsals.—Choirs, "A Country Girl," Cathedral Hall, 8.45 p.m.; Hong Kong Singers, Brahms' "Requiem," St. John's Cathedral, 8.30 p.m.

Sports.

Bowls.—Shanghai v. Hong Kong F.C., Hong Kong Electric and Yacht Club combined (Hong Kong F.C. Green).

Moon.—IX Moon, 20th Day.

Sunrise.—6.19 a.m. Sunset.—6 p.m.

Tides.—High at 11.08 and 22.15; Low at 4.28 and 15.57.

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NOTES FROM EVERYWHERE

Horse-Drawn Traffic Doomed

The question as to whether horse-drawn vehicles will be prohibited from London streets has received further prominence from a recent statement by the Minister of Transport in the House of Commons. Asked whether he could not give notice that after a period of, say, three or five years, no horse-drawn traffic would be allowed, Mr. Hore-Bellish stated that he was considering a modification something on those lines.

The railway companies alone still employ thousands of horses but they have also been quick to appreciate the advantages of the Mechanical Horse type of vehicle, with its outstanding powers of manoeuvre, speed capabilities, and general efficiency. The "Scammell" people, for instance, have sold large numbers of these mobile vehicles to railway companies, as well as to haulage contractors, municipal authorities and a wide range of industries.

A WORTHY CHOICE

The ex-King of Siam, who abdicated recently, is likely to settle permanently in England. He is, of course, well acquainted with the country, as he was educated at Eton and the Royal Military Academy, Woolwich. He has recently shown his appreciation of British cars by purchasing a 25 h.p. Rolls-Royce, with limousine body by Hooper & Co.

SPAIN BUYS BRITISH CARS

Despite the somewhat unsettled state of the country, Spain is proving an increasingly good market for high-class British cars. Coachwork of the Hooper "Sedanca" type was supplied on a 25 h.p. Rolls-Royce chassis for the Marquis de la Guardia and on a 40-50 h.p. chassis of the same make for Senor Vincenti among recent orders.

QUANTITY AND QUALITY PRODUCTION

The past few months have seen further great extensions at the Canley, Coventry, works of the Standard Motor Co., enormous increases in plant and machinery as well as extensions to buildings.

New shops have been built, new conveyor tracks have been laid, new machines have been installed at a cost of many thousands of pounds; but there has been no revolutionary change in the methods of manufacture. Rather the object has been to smooth out the various processes of production to expedite the handling of parts on their way to the erecting shops, to save a minute here and two minutes there, so that the individual workman has extra time for doing his particular job better.

Every separate standard engine—not simply one or two units from each batch—is run-in on the bench, until it has attained a predetermined degree of freedom recorded electrically. It is driven by an electric motor, and is continuously fed by a stream of cool, filtered, graphite-laden oil. This initial running ensures the formation of that glass-like polish on the cylinder walls which contributes so much to a sweet and long-lasting engine, and which can never be found to anything like the same degree if the engine is "worn in" under its own power at the immense heats which are reached when explosion temperature is added to the natural friction of new cylinder walls.

Further, each car is road-tested as a complete entity, and the last refinements of adjustments are made under the conditions in which the car will reach its purchaser. This is a safeguard against those "teething troubles" which, all too often, worry the life out of an owner in the first thousand miles with a new car.

SERVICE STATION

The arterial roads which converge on London and the North Circular Road, running from the North East of the City to the South West, are by virtue of their unrestricted speed limit to-day carrying a greater flow of traffic than ever, since the introduction of the Minister of Transport's 30 m.p.h. controls in "built-up" areas. These roads, therefore,

naturally present the most advantageous sites for the future development of automobile service stations.

Realising this, Shaw & Kilburn, Ltd., the Vauxhall distributors for the London area, are putting up a large modern service station on Western Avenue, the most important of the arterial roads, Western Avenue actually penetrates furthest into the metropolitan area, and the site of the new service station is close to that point where Western Avenue is intersected by the North Circular Road. This brings the whole of the large residential area from the North to the South-West within easy reach of the premises, and traffic can approach the site with the minimum use of speed-restricted roads.

It is anticipated that the building will be open in October next, and it will certainly be worth seeing. The main repair shop, for instance, is exceptional, in that it is some 500 ft. in length and over 110 ft. wide, entirely unrestricted as to floor space, there not being a single pillar in the building. The whole premises are being equipped on a very lavish scale and will contain the most up-to-date machinery for servicing motor cars.

This new service station should prove a great asset to overseas visitors, who, taking advantage of the Shaw & Kilburn Re-purchase Scheme, choose a Vauxhall car for the duration of their stay in England.

ROYAL PATRONAGE

Although the 25 h.p. straight-eight Daimler was only introduced to the public at the end of April, 1934, over 100 of these chassis went through Hooper's coachworks during that year.

Probably an extra fillip was given to sales by H.M. The King's order for a 12-cylinder model, of which he took delivery just before the Silver Jubilee Celebrations. Incidentally, a similar car to the King's but for Queen Mary's use, is now nearing completion, while one of the "straight-eights" for the Royal Household is almost ready for delivery.

NOT THE LIMIT

When Sir Malcolm Campbell broke his own record of 276.616 miles an hour at Bonneville Flats, Utah, on the 3rd of September, he was probably the only man in the world who at that moment gave a thought to the next step in the development of motor-car speeds. He had just attained an average speed of 301.337 miles an hour, which, as he himself admitted, was "tremendously fast," but he added, "it is certain that we have by no means reached the limit." What will prove to be the fastest speed possible Sir Malcolm hesitated to predict.

On the first run Sir Malcolm Campbell attained 304.331 miles an hour, and on the second 298.013. By a strange mistake in the timing of his runs it was first announced that he attained just less than 300 miles an hour, but this was due to a time-keeper's error and the official corrected figures were soon announced. The "Bluebird," in which these amazing speeds were achieved, is a larger and heavier car than its predecessor, which won other records. It is 38 feet 3 inches in length. The engine is a supercharged 2,500 horsepower Rolls Royce 12-cylinder aero type unit, and when going "all-out" it consumes nearly three gallons of fuel a minute. At 300 m.p.h. an hour the engine revolutions were 3,200 a minute. The "Bluebird" is a British in design and construction; it is an almost entirely rebuilt edition of the car in which Sir Malcolm attained a speed of 271 miles an hour at Daytona Beach in 1933. A number of new features designed by Mr. R. A. Moulton have made the "Bluebird" better streamlined, it is more stable, and it has increased wheel-adhesion—an important factor in high-speed record-breaking. Had Sir Malcolm not done 300 miles an hour, he would have continued his attempts until this coveted speed was reached. Now, he states, he has "done with record-breaking—for the time being at least."

MOTOR JOTTINGS

NEW BRITISH CARS AT OLYMPIA

More Comfort, Power At Less Cost

"More room, more comfort, more power—for less cost" summarizes the trend in British automobiles which will be evident when the Motor Show opens at Olympia on October 17. Success with our unapproachable light cars overseas has inspired the industry with ambitions to penetrate that far greater and richer field in which British influence has so far been slight, writes a British motoring expert.

During the past months leading manufacturers have been applying quantity production principles in the large car class, and the first fruits have already appeared. Enterprise is complete and justified. Rated over 20 h.p. they have full-size coachwork, streamlined in moderation with easy accommodation for five, "soft" spring, and exceptional flexibility in top gear. The price, moreover, is well below £300.

This figure is the ready significant feature. Commodious and comfortable large cars have always made well, but never at such low cost. It means in effect, that the 14-16 h.p. price field is invaded by full-size models delivering 20-25 h.p. It also presents Britain with the opportunity of selling throughout the world a car of more than 20 h.p. at little more than £300.

This notable decision follows closely upon the reduction of the horse power tax from £1 to 15/- and the consequent jump in the popularity of low-priced imported cars of ample power. Manufacturers have wisely waited for proof of the home market's desire for more horse-power; once a steady domestic demand is achieved there will be some real hope of producing in quantities the type of automobile the rest of the world wants, at the price the rest of the world is accustomed to pay.

MEDIUM AND SMALL CLASSES
Although this will be the keynote, the great majority of the exhibits will be found in the medium and small classes which we regard as typically British. Here the movement is towards more body space and comfort.

Seating has been tackled as an anatomical problem, and for 1936 there will be many cars in which, as the result of scientific experiment, a more comfortable position for driver and passengers has been evolved. More attention is being given to the support of the spine and to avoiding "D-effects," traceable to incorrect seat design.

Independent springing of the wheels and torsion bar control will ensure that several more 1936 models hold the road better at high cruising speeds, and there will be interesting newcomers with a vertebral chassis and all four wheels separately sprung. If the Continental road racing machines which exploit these principles with such astonishing success are any indication, 1936 touring cars will be the safest on record.

A bumper touring season has directed critical attention to the need for built-in luggage space, and it will be surprising if either a trunk or ample suitcase accommodation is not generally available in standard bodywork.

AIR-CONDITIONING
Ventilation has been given much thought, and the growing vogue of the open touring car has stimulated interest in the draught-proofing of folding tops. The problem of keeping the occupants' feet and legs warm in winter and cool in summer has been solved by a number of manufacturers, and in several 1936 models air-conditioning will no longer be left to chance—or an open window.

Bodywork will show a notable advance towards the streamlined ideal. Sporing radiators and windcreens and "penthouse" rear panels have gained in favour, bonnet ornamentation is widely and artistically used, the short-spoked pressed steel wheel has begun its assault upon the lately universal wire wheel. Wings, lamps, horns and spare wheels have all been swept into the flowing lines of the new bodies, and the subordination of what were once "extras" to the dictates of an all-embracing plan is everywhere to be seen.

THE MOTORING ROAD

New Line Across Europe

(Special Air Mail Services)

London, Sept. 25.

A new line is beginning in London and ending at the Golden Horn. For the first time hundred miles or so it is well defined. There is no mistaking the London-Dover road, or its continuation from Calais to Cologne; or the line German road that goes as straight as a lance from Cologne through Frankfurt and Nuremberg. Difficulties begin only when Vienna is passed. The short stretches of good road on the outskirts of Central European and Balkan cities are mostly linked by miles of cart-tracks that have a way either of disappearing under mud or ballooning splendidly with dust. Rivers have to be forded, many rivers. Gradients are erratic, and boulders and deep ruts give alarming exercise to the springs of a car. But, where now most indistinct, the line is to be continued firmly. Nine Governments along the route are co-operating to make a wide and straight motoring road, unbroken from Calais to Constantinople. An international conference on the subject ended in Budapest yesterday. Last week the representatives of the various Governments, including the British, met there to draw up an agreed policy.

CONSTRUCTION

This week further details have been discussed by the Alliance Internationale du Tourisme. Road-building or reconstruction has already begun in Yugoslavia, Bulgaria, and Rumania, where the Governments have voted large sums of money for the project. Each country will naturally build and pay for the stretch of road within its frontier—as indeed it

could have done before ever the scheme was raised. What it gains by the international agreement is the knowledge that the road will be continued at the other side of the frontier and that traffic will be encouraged by easier Customs arrangements, by refuelling depots at regular intervals, by standardized signs over the whole two thousand miles length of the road, and by the service of interpreters and guides at each frontier. The Balkan countries that have been the most dilatory in road-making are now the quickest to see the advantages of a coherent and co-operative scheme.

LAST DUST-BATH

It is expected that the last link of the road will have been made, the last dust-bath abolished, by 1936. A motorist would then be able to leave London with one set of Customs papers and, travelling only by main road, reach Constantinople (or, branching at Bucharest, reach Bucharest and the Black Sea) in five or six days. In every direction the motorists opportunities for trade and pleasure have increased beyond all reckoning during the last few years. Great Britain is threaded by main roads, north to Liverpool, west to Cardiff, and to all places between. In France the *routes nationales* have set a standard of design and construction that all nations have noted. In Germany the *Reichsautobahn* is evolving new methods of construction and combining efficiency with a severe and satisfying beauty. The Gross Glockner road over the Austrian Alps has opened a fresh highway between Germany and Italy. At all points on the new motoring map of Europe there is testimony to fine feats of engineering. The opportunities for peaceful communication are endless, and it is the builders' most worthy hope that with the wider opportunities international good will may also be increased.

OVER THE ANDES

Cars Provide A Link

Right in the heart of the Andes, between the frontiers of the Argentine and Chile, there runs a service of road transport which much surely be unique. It has been rendered necessary by the railway having been washed away in a disastrous flood and landslide some two years ago, and leaving the railheads of the respective countries separated by a gap of 105 miles.

The link is supplied by a fleet of Hillman Twenty/70 saloon cars, which run to a regular schedule, and are operated by the Compania Internacional de Transportes Automoviles ("C.I.T.A."). They maintain a shuttle service between Mendoza and Las Vacas, transporting passengers from one quondam terminus of the Trans-Andine Railway to the other. The journey is an arduous one, because the mountain track which the route traverses is rough, narrow in places exceedingly steep.

The regular service leaves Mendoza at 7 a.m. in order to arrive at Las Vacas at noon. For the first 25 miles a relatively high speed can be maintained, but beyond that point the road begins ascending and becomes twisty. Soon the crossing of a gorge—"La Quebrada del Toro"—is entered upon; this occupies 90 minutes under good weather conditions, for the track is narrow and dangerous, and atmospheric conditions are not favourable to motorcar engines.

STURDY HILLMANS

The next stage is through the Valley of Uspallata to the place of that name, where an ancient ranch has been taken over by the South American Hotel Co., and transformed into a magnificent hostelry. Continuing, the road follows the left bank of the Mendoza River and soon a further ascent into the mountains begins. Eventually La Jauca, nearly 8,000 ft. up, is reached via a succession of road tunnels. Steep gradients and hairpin bends continue until the beauty spot called "Paramillo de Las Vacas" is reached, and shortly afterwards the destination of Las Vacas comes into sight.

From this point, which is also some 8,000 ft. above sea level, the Trans-Andine Railway Co.s service operates into Chile, but, in the summer, it is possible to travel all the way by car, and on the subsequent stretches an altitude of no less than 12,500 ft. is attained. The Hillmans used by the C.I.T.A. have given excellent service, and have maintained communications under the most trying conditions.

THE PACKARD

Factory records show that 25,000th Packard One Twenty has been completed. As with other cars which had preceded it on the assembly line, it carried orders for immediate shipment, as Packard even yet has not completely caught up with orders for its new lower price cars.

Although designing, development and testing work had been in progress previously for more than a year, it was only at the first of the year that the One Twenty car was announced to the public. Some of the cars were produced in March but the productive capacity of the plant was not approached until May, so that in a little more than four months time the 25,000 One Twenties have been manufactured and shipped. This number represents half of the total number of the new cars which Packard announced at the first of the year it expected to build in the first twelve months.

Besides carrying the Packard company back into profitable operations and spreading employment to thousands of persons, the One Twenty is believed to mark an epochal achievement in the history of the automobile industry. Starting only with bare floors and walls and equipping a new plant for the manufacture of both chassis and bodies, building a new manufacturing organization and putting a new car into production in less than a year is declared to be a record never before equalled.

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JESUS OF NAZARETH & MODERN BUSINESS

Sermon At The Cathedral

The following sermon was preached by the Rt. Rev. Bishop
R.O. Hall at St. John's Cathedral on Sunday:—

John the Baptist was a "son of the manse." He scolded and converted his fellowmen. Jesus of Nazareth was born and brought up in trade. He understood and helped his fellowmen. A parson once told me "he thought John the Baptist's the better way. That suggestion would horrify most parsons in theory, but in practice we are more often Johnine than Christian. For John's ways is man's way; Jesus' way is God's."

GOD AND MAMMON

In the current numbers of a local parson's paper a photograph of two buildings has under it the words "God and Mammon." One building was opened last week—a descendant of "The Old Lady of Threadneedle Street"—Preserving in spite of colossal size a peculiar femininity. The other building is this Cathedral. I am convinced that Jesus of Nazareth would say that such a contrast between religion and business was not what He meant at all when He used the phrase "God and Mammon." For it was the Pharisees who were denounced as "lovers of money; and the Pharisees were 'The Uncoloured' of Scottish Idiom, the church wardens, church councilors and Oxford Groupers of their day. It was the Temple of God which Jesus called a den of thieves. But the man of business in a tight corner who compromised with strict honesty—the unjust steward of the story—Our Lord held up to us that we might learn from him what he would have us understand about life.

Do not think that I am suggesting that Our Lord was commending dishonesty in business. He was not. "He was commending realism in life." The unjust steward was a man who did not live by principles. So was Jesus of Nazareth. He was the first born man of the Spirit. He described the man born of the spirit as like the wind, no man knows whence it cometh and whither it goeth. The man of principles says "These are my principles, I must stick to them." In business he sometimes finds he cannot stick to his principles. Then a conflict begins in his mind. That conflict will have one of two solutions. The God and Mammon solution is one, the other is less honest—it is hypocrisy in one form or another. Neither of these solutions are healthy, and neither is necessary for the Christian. For him the conflict should never begin. For the Christian does not start his day with a set of rules. He starts his day by offering all that he is and is to do to God.

BAD CONSCIENCE UNNECESSARY

It was perhaps natural at last Thursday's ceremony that an old animist superstition should have been followed and crackers enough exploded to frighten into the harbour every evil spirit which had found refuge in so vast and comfortable a building, while no mention was made of God Our Father from Our Lord taught us to ask for our Daily Bread.

It was natural that this should be so because no one believes in spirits; and nearly everyone believes in the goodness and holiness of the unseen God. God's name was perhaps too sacred to associate with finance corporation. And yet the colours of the Guard of Honour had probably been offered to God when they were given to the regiment. It we can offer the instruments of war, the blessing of God surely we can offer the instruments of high finance.

Hateful things may be necessary in each profession; but if they are necessary they are right. If in business those things are never dishonest things—only hard things—they are none the less hateful.

Please do not misunderstand the point of this analogy. Business is as honourable a profession as the soldier's. If one is the ministry of defence the other is the ministry of daily bread. We have been compelled to recognise that there may be times when war is right. We have not yet thought through that many equally hateful things in business may be right. All that we know is that we have to do them.

Jesus of Nazareth, the tradesman's son, understood this. He commends the unjust steward not for his dishonesty but for his realism. He faced the hard facts. He had no illusions about the nature of life. No man He saw could live without friends, so He set about making friends. Jesus saw in this man just the note of reality which the average man of religion lacks. So to-day, I believe in some ways Jesus would be more at home in Ice House Street than Battery Path.

THE SERMON ON THE MOUNT

It is important to remember that the Sermon on the Mount as it appears in St. Matthew's Gospel is a summary. The "multitude of priests who believed" and the Scribes who "were not far from Kingdom of God" became an important element in the early Church. It seems more than likely that the Sermon on the Mount as we now have it is due to them. Jesus constantly told stories and said forceful things to illustrate the life of the Spirit which He had come to inaugurate. Naturally these sayings became very precious to His followers. They were anxious that they should not be forgotten. The Sermon on the Mount is an arrangement and codification to assist memory. St. Paul took this for granted when he said "The letter killeth but the Spirit giveth life." There is no Christian ethic. There is only the right thing for any Christian man to do in any given situation.

The phrase "arm chair politician" applies in many other directions. We are all apt to say what other people should do. I don't believe any man can face the reality of any situation in its fullness except a situation for which he is himself directly responsible. There is a different feel about a job which you must do yourself which you can never get about a job or a situation which another person is facing. There is a relationship between a man and his own job which goes deeper than reason. His awareness of it and the activity of his whole personality in relation to it is different from that of anyone else.

This Jesus understood so he laid down no rules of conduct. Instead he put men and women in touch with God.

HOW TO LIVE

If a man cannot live by principle how then can he live? The change over from the life of principles and rules which Jesus found advocated as the good life to the life of the Spirit which he inaugurated is like the change in a young swimmer's life from trusting water wings to trusting the water. The way of life for men is not to trust principles but to trust God. As water is to the swimmer so is God to life.

What then has Christ to say to men of business in our day and generation. I venture to suggest three things, in His name to you.

First clear from your mind all use of God as a rather personical being, expecting an impossible righteousness of real men doing real jobs.

Secondly get rid from your own life all things that you know you are doing wrong. The swimmer who is going to be a real swimmer has to learn to correct faults. This is often a painful and a tedious business. So it is in Christian life. As the water cannot support and help the swimmer whose action is faulty so the life of God, His guidance, His power, His joy is cut off from the man who wilfully disobeys God.

Thirdly having got rid of wrong ideas of the nature of God and having set about ridding your own life of the things that keep God or that you will have made it possible for yourself to recognise the universal presence of God. You will want to study the life of Jesus because you will recognise Him as the visible Spirit of the unseen God. You cannot escape this great abiding Fact, the Eternal God. In your heart of hearts you do not want to for in your inmost being you know that Jesus of Nazareth is indeed the Rock of Reality, the supremely Human in the Heart of God in which and by which alone we men and women can live in freedom and in peace. We need, and we know it, both His sternness and His understanding, His forgiveness and His peace.

ROYAL NAVY

Marine Commandant At Portsmouth

(Special Air Mail Service)

London, Sept. 28

Colonel Second Commandant A. G. B. Bourne, D.S.O., M.V.O., who has been Assistant Adjutant-General at Royal Marine headquarters for the past 24 years, will be promoted to colonel commandant (temporary brigadier) on October 5 and will assume command of the Portsmouth Division, Royal Marines, in succession to Brigadier W. W. Godfrey, C.B., C.M.C., A.D.C.

Colonel Bourne entered the Royal Marine Artillery in 1899 from Cheltenham. He served with the R.M. detachments in H.M.S. Renown during the voyage of their Majesties to India in 1905-06, and in H.M.S. Balmoral Castle when the Duke of Connaught visited South Africa in 1910. During the War he served in H.M.S. Tiger in the Grand Fleet, graduated at the Staff College at Camberley, and afterwards was a general staff officer with the Army in France and on the Rhine. In 1927-30 he was in the Plans Division of the Naval Staff at the Admiralty.

APPOINTMENTS

The following appointments were made by the Admiralty yesterday:—

Surgn. Cdr.—A. E. Phillips, M.B., to President, for course (Oct. 1.)

Payr. Cdr.—N. H. Beal, O.B.E., to Kent (Nov. 22), and to Kent, addl., as Sec. to V/A Little.

Lt.-Cdr.—S. Borrett and J. H. McI. Calcutin, to Victory for R.A.F. station, Gosport (Sept. 17 and 18 respectively).

Payr. Lt.-Cdr.—E. C. Crisp, to Kent (Nov. 22).

Lt. (P/O, R.A.F.)—H. H. Brack, to Victory, for R.A.F. station, Gosport (Sept. 17).

Royal Marines

Capt.—R. A. K. Hill, to be In-structor, School of Land Artillery, Portsmouth (Sept. 23).

Royal Naval Volunteer Reserve.

Lt.-Cdr.—J. H. Dickson, to Dryad (Sept. 21).

Prob. Surgn. Lt.—A. I. L. Muir, land, M.B., to Haslar Hospl. (Sept. 30).

Jub.-Lt. T. E. R. Cairns, B.A. to Saltburn (Sept. 28).

Prob. Surgn. Sub-Lt.—L. Foster, to R.N. Hospl. Chatham (Sept. 28).

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and it must be

ROSE'S LIME JUICE



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Simply take a teaspoonful of the powder in a little water. The moment this soothing draught reaches the tortured stomach it begins to sweeten the sour, fermenting, indigestible food. The contents of the stomach become as bland and soothing as milk to the sensitive stomach lining. The pain quickly lessens and presently disappears. By following up the treatment after each meal, your harassed stomach will soon lose its tenderness and grow strong, until you can eat whatever you like and enjoy every meal, without fear of wind and pain.

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H.L.—Faculty of Medicine, Paris.

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CINEMA TRADE NOTICES

LILIES OF THE FIELD

Captain Norman Walker, director of the new film "Lilies of the Field" which is at the King's Theatre on Wednesday once underwent the unusual experience of having his film unit taken over by the Army while on location.

That was during the filming of his great silent success "Tommy Atkins" in Egypt. Lord Lloyd, had just signed an order forbidding the landing of arms and ammunition in the country when Captain Walker's film unit arrived complete with rifles of an ancient pattern and round upon round of blank cartridges for their "War epic."

The result was a very delicate situation which seemed likely to cause the abandonment of the film. Then a novel way out was discovered. The unit should be taken over by the Army, and its stores issued in accordance with strict service regulations.

Imagine what followed! The Army stores wagon driving up with the costumes and equipment for the day's filming; make-up issued by the quartermaster like rations of bully-beef; and everything returned and checked in the evening. This arrangement nevertheless worked admirably both for the authorities and the film company, who had the troublesome business of stores administration taken out of their hands, and at no cost to themselves.

Since this auspicious start: Captain Walker has scored many successes including that rollicking comedy "The Middle Watch," and "Loose Ends" which brought Owen Nares and Edna Best back to the screen and discovered Adrienne Allen.

BABOONA

Mr. and Mrs. Martin Johnson once more roam the savage reaches of Africa in their newest film, "Baboon" showing at the Oriental Theatre on Wednesday and Thursday.

Vast herds of elephants, giraffe, zebra, rhinos, gazelles and other animals which populate Africa were photographed for the first time by any exploration party when Mr. and Mrs. Martin Johnson used an airplane safari for their latest expedition into the jungle and flat lands of the dark continent.

Heretofore it was only possible to photograph small groups of these animals due to the impossibility of getting near enough to them on foot, but when the Johnsons took to the sky, the animals could not escape their airplanes. As a result the explorers obtained scenes of vast herds never before glimpsed by man.

One scene which the Johnsons made from the air for their latest film, "Baboon" showed hundreds of giraffe on the run in an effort to elude the roaring airplanes. This shot, the explorers explained, disproved the popular belief that the giraffe was gradually becoming extinct in Africa. It revealed that there are more giraffe there now than there were fifty years ago.

SHE

Legends, fanciful tales based upon ancient fragments of truth and elaborated by passing years, have always intrigued the adventurous. The lost Atlantis, the strange Isle of the Sargasso Sea, pirates' hidden gold, phantom ships, and countless other fabulous tales have lured men from the mundane life to high adventure in the far corners of the world, and have provided writers of fiction with plenty of fuel for their imaginations.

An ancient legend handed down from father to son for 500 years, serves as the beginning of spectacular hazardous and strange events in RKO Radio's "SHE" now showing at the King's Theatre.

According to the legend an ancestor of Leo Vincey, had, five centuries before, discovered in the land of Muscovy a fountain of life-giving fire, and whoever bathed therein would have youth projected endlessly. His wife, after enduring untold terrors and hardships, managed to reach civilization and tell of the flame and of a cruel, beautiful woman who ruled over a strange tropical kingdom surrounded by high glacial mountains. She brought with her an amulet of gold upon which was carved a picture of a woman bathing in a flame.

The amulet, with the legend, had passed down to Leo Vincey. Believing that the gold trinket would lead him to the place of life-giving fire, he set out upon the adventurous expedition.

How he found the kingdom of Kor and its awesome, beautiful queen, and how he saw the life-giving fire, and stood upon the threshold to immortality is excitingly unfolded in the story of "SHE."

"CAR 99"

On the shoulder-straps worn by the troopers of the Michigan State Police, the heroes of Paramount's stirring adventure drama, "Car 99," which opens at the Queen's Theatre to-morrow, is a narrow purple thread, almost invisible at a distance of a few feet. Those threads caused Paramount a great deal of trouble during the filming of the picture. When the tailoring department began to make the uniforms for the troopers, the purple threads were omitted. Kari Dezer, author of the Saturday Evening Post stories from which "Car 99" was adapted, on the Paramount lot as technical adviser, saw the error.

Although Charles Barton, the director, was ready to start shooting the picture, work was stopped while tailors worked all night putting in the purple threads. The purple thread incident is one of the efforts made for absolute accuracy in this picture. True incidents from the annals of the Michigan State Police were used to illustrate the efficiency and dispatch with which the police handle routine cases. The gripping climax of the picture shows the "great round-up" in which all the forces of the state are massed to track down a gang of desperadoes and bank robbers.

MILKOVNA

TO-DAY ONLY at 2.30, 5.10, 7.15 & 9.30 P.M.



TO-MORROW
WINIFRED SHOOTER—ELLIS JEFFREYS
IN "LILIES OF THE FIELD"

QUEEN

TO-DAY ONLY at 2.30, 5.10, 7.20 & 9.30 P.M.

THE AGE OF CHIVALRY LIVES AGAIN
IN THE SCREEN'S MIGHTIEST
SPECTACLE!



TO-MORROW
"CAR 99"

CHINESE ART
TREASURESUnpacking At The
Academy

(Special Air Mail Service)

London, Sept. 25

The unpacking of the 90 priceless cases of Chinese art, which will form the chief collection at the International Exhibition of Chinese Art, to be held from November 25 until next March, began at the Royal Academy yesterday.

The cases contain about 300 pieces from the Peking Palace, covering about 35 centuries of Chinese history, and the unpacking with the extreme care required in such delicate work, may occupy several weeks. Since their arrival at Burlington House on July 26, under an armed escort, the consignments have lain in the vaults there, and during transit up the lift to the galleries and at the unpacking ceremony yesterday the antiques were subjected to the same close supervision and minute examination as on board H.M.S. Suffolk during the voyage from Shanghai.

At the ceremony there were present Sir Percival David, director of the exhibition, Dr. W. C. Chen, Counsellor at the Chinese Embassy, Dr. F. T. Cheng, the Special Commissioner representing the Government of the Chinese Republic, Dr. C. C. Wang, Director of the Chinese Government Purchasing Commission, Mr. W. B. M. Lamb, secretary of the Royal Academy, Messrs. Niu, Na, Sung, and Fu, the four Chinese museum experts who had packed the antiques before shipment, and a British Customs official.

INSCRIBED BRONZES

When the first case was opened it was found that each of the contents was enclosed in a separate box covered with imperial yellow silk, each box having handles of ivory held by a cord. The interior of the first box was heavily lined with green silk, and the piece it contained was a Li, an inscribed bronze cauldron of three legs of the Shang Yin Dynasty, dating back probably to about 1200 B.C. Other bronzes opened during the morning represented the Sung, Ming, and Ch'ing Dynasties, and some of them bore commemorative inscriptions. Among them were the following:—

ten (cooking vessel) of bronze with inscribed dedication to Fu I Gold and silver inlay.

Ting (cauldron) of bronze, with loop handles in the form of bird-heads. Flat cover, with loop handles in centre and four bird-heads on margin to act as supporters when reversed. Period of the Warring States.

Kuei (food vessel) of bronze, with 'ao-t'ch (ogre masks) and thunder pattern. Without handles.

Square Kuei (food vessel) of bronze, inscribed. Dragon pattern below the lip and 'ao-t'ch (ogre masks) on the lower part of the body. Eight flanges on the body and two loop handles in the form of birds.

Yu (wine container) of bronze, with inscription. Decoration of dragon pattern on the body, with thunder pattern in intervening spaces. Four flanges.

Tsun (ritual wine vessel) of bronze, with inscription and flanges. Loop handles of dragon form, and body decoration of bird, animal, and dragon motives.

PORCELAIN AND JADE

Porcelain and jade pieces came next, and as each was unpacked it was compared with its photograph in the catalogue brought from China. The Sung Dynasty porcelain pieces include an elliptical narcissus pot of porcelain with light greenish-blue glaze, Ju ware, inscribed with an imperial ode of the Ch'ien-lung period, with a carved wooden stand containing an album of painting and calligraphy; the work of the same Emperor. In the Yung-Ch'eng period this piece of porcelain was sent to Ch'ing-t'chen by Imperial command, that its colour might be copied.

BOMB AND GAS
ATTACKS

Inadequate Defence

(Special Air Mail Service)

London, Sept. 23

Earl Russell, F.R.S., Sir F. Gowland Hopkins, F.R.S. (President of the British Association, 1933), Mr. Julian Huxley, Sir Daniel Hall, F.R.S. (late chief scientific adviser to the Ministry of Agriculture), Professor Frederick Soddy (Professor of Chemistry at Oxford), and others have issued through the National Peace Council a statement criticizing the Government's air raid precautions. The statement says:—

We view with apprehension the growing tendency in official quarters of this and other civilized countries to accept the use of aircraft for unrestricted bomb and gas attack on civil populations. We consider this the most barbarous perversion of science and industry that has yet occurred in human history, and we feel sure that if practised it would in a short time lead to the breakdown of civilized life.

In our opinion nothing short of the complete abolition of aerial bombing and of bombing aircraft can prevent this result. The method (implicit in the British Government's air expansion programme) of countering air attack by means of reprisals carries its own condemnation. The acceptance of this principle by our own Government has already increased the general apprehension of air attacks in Western Europe.

GAS-PROOF SHELTERS

"Active defence by intercepting aircraft," anti-aircraft guns, &c., can admittedly only result in casualties in the attacking force without preventing more than a small fraction of the possible damage. The measures of passive defence actually proposed by the Government—the adaptation of rooms to render them gastight but unprotected against explosive or incendiary bombs; the purchase of cheap gas-masks and the organization of casualty and rescue services—are grossly inadequate, though they are calculated to produce a dangerous illusion of security. Some slight mitigation of the casualties certain to be caused by a modern air raid may be achieved, but this will be small compared with the total loss of life. The only passive defence likely to be technically efficacious is the construction of armoured gas-proof shelters and the provision of closed-circuit oxygen gas-masks and complete vesicant-proof suits for the whole population. Not only would this be impracticable because of the enormous cost involved, but it would be an intolerable burden on the population and destroy all the possibilities for a better life which science rightly applied can offer."

Ample accommodation for passengers, luggage and mails will be provided in the hull. The forward part will be divided into two decks, the upper one to accommodate the crew, mail, and cargo, and the lower one to be devoted to the passengers, providing presumably the sleeping accommodation that would be needed when the Empire services operate by night as well as by day. The passenger cabins will be lofty and will afford a standard of comfort which has not been approached so far in commercial aeroplanes.

A group of throne-room furniture of the Ch'ing Dynasty (including the accessories of an Imperial writing-table, contains the following:—

A throne of teak wood with decorations of cloisonné enamel and carvings of cloud scrolls and bats, with a lacquer footstool, painted with golden flower designs; a palanquin screen of teak wood, with cloisonné enamel decorations and carvings of mountains and trees;

and a teak wood writing-table, inscribed with the writings of Liu Yung, Wang Fang-Kang, and others.

EMPIRE AIR
SERVICES

New Flying-Boats

(Special Air Mail Service)

London, Sept. 25

Some particulars concerning the flying-boats which Imperial Airways will use when its Empire services are accelerated and given greater frequency in 1937 were made available yesterday. It has been known for some months that work on a new type of flying-boat was proceeding at the works of Messrs. Short Brothers at Rochester. It is now announced that an order for a fleet of these boats has been placed with the firm. The design is for a high-wing monoplane with no external bracing. The loaded weight will be over 17 tons, and, by adjusting the payload, the boat may be given a range of 1,500 miles.

The exact performance figures have not been disclosed. It is stated that the top speed will be "not far short of 200 miles an hour," and it is pointed out that the actual speed will depend on the type of engine fitted, and that a final decision in this matter has not been taken. It may be noted that Imperial Airways has at present under trial a number of Bristol Perseus sleeve-valve engines which yield about 700 h.p. each, and that the latest type of Pegasus engine, using high-octane fuel, may deliver about 900 h.p. The ultimate choice between these two engines will naturally determine performance.

FOUR ENGINES

It may be recalled that when the new flying-boat was first discussed it was stated that the cruising speed would probably be between 150 and 160 miles an hour. If this is still the intention the top speed would not be likely to be much in excess of 160 miles an hour. The probable payload is also expressed in exact terms. It is announced that this will be between 3½ and five tons "for normal stage flights." The longest of the normal stages flown at present is about 600 miles. On the longer stages which may have to be undertaken in 1937, when, for example, New Zealand may also have to be served, the payload will have to be reduced in order to allow the necessary additional fuel to be carried.

In the new boat four engines will be set in the leading edge of the wing and will be fitted with variable-pitch airscrews to enable a machine to take off easily. The wing will be nearly 28ft. above the keel and so should afford ample clearance for the airscrews even in moderately rough waters. There will be wing-tip floats to assist in preserving stability on broken seas. The span will be 114ft., and the length 88ft. The hull will be of metal and so will the whole of the structure, but the wing and control surfaces will be covered with fabric. The wing will have flaps on the trailing edges to steepen the glide and reduce the alighting speed, which may nevertheless be higher than that of existing flying-boats in the service of the company.

Ample accommodation for passengers, luggage and mails will be provided in the hull. The forward part will be divided into two decks, the upper one to accommodate the crew, mail, and cargo, and the lower one to be devoted to the passengers, providing presumably the sleeping accommodation that would be needed when the Empire services operate by night as well as by day. The passenger cabins will be lofty and will afford a standard of comfort which has not been approached so far in commercial aeroplanes.

Two will star himself and Paulette Goddard, his leading lady in "Modern Times," for whom a great future is prophesied; two others

TO-DAY AT THE
CINEMA

Hong Kong

KING'S:—
"She"
QUEEN'S:—
"The Crusades"
ORIENTAL:—
"The Little Colonel"

Kowloon

ALHAMBRA:—
"Father Brown, Detective"
MAJESTIC:—
"Mark of The Vampire"

Coming

KING'S:—
"Lilies of The Field"
"Curly Top"
QUEEN'S:—
"Car No. 99"
"Wings In The Dark"
ORIENTAL:—
"Baboon"

GAS SCHOOL

Training For Fire
Brigades

(Special Air Mail Service)

London, Sept. 25

The measures which the Government propose to take to protect the civil population against the effects of air attacks were described by Wing-Comdr. E. J. Hodson, Assistant Under-Secretary in charge of the Air Raids Precautions Department of the Home Office, at a conference of the Institution of Fire Engineers at Sheffield yesterday.

They will include:—
First-aid and decontamination posts, casualty clearing stations, and base hospitals.

An intelligence service for information.
Fire brigades to be issued with respirators and protective clothing.

Home Office to establish gas school for training instructors in anti-gas measures.

Local authorities to undertake work of organisation in their areas.

London will be treated as a separate problem.

Wing-Comdr. Hodson emphasised the need for co-operation. If one area should experience difficulty because its organisation was temporarily inadequate it would surely mean, he said, that a neighbouring area which had perhaps escaped altogether or had been led off more lightly would give help.

HOUSEHOLDERS' HANDBOOK
Information would reach the police or the fire brigades as a result of the instinctive action on the part of the public to tell a policeman or to ring up a fire station.

The Home Office was preparing a simple handbook of instructions to all householders and occupiers of premises. The Government issue of respirators and protective clothing would be made independently of any equipment of the kind which existing fire brigades might possess.

It was intended to organise the training of fire brigade personnel in anti-gas measures, including decontamination of clothing and equipment. For that purpose a certain number of men would be trained as instructors at the gas school which was shortly to be established by the Home Office.

CHARLES CHAPLIN AS
NAPOLEON?

(Special Air Mail Service)

London, Sept. 25

Charles Chaplin is planning to go in for production on a large scale. He has been four years thinking about and making "Modern Times," the new comedy that London is to see before Christmas. Now he talks of turning out six pictures in two years.

Two will star himself and Paulette Goddard, his leading lady in "Modern Times," for whom a great future is prophesied; two others

MAJESTIC
THEATRE

NATHAN ROAD, KOWLOON
FINAL SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 & 9.20 P.M.



will star Miss Goddard and a man not yet selected; and the last two will have all-star casts.

Mr. Chaplin will direct them all, and they will be released, like his previous pictures, through United Artists.

Mr. Chaplin's own pictures will be silent—probably the only silents now being made in Europe or America. (In the East talks are still in the minority.) He is convinced that without speech they will have a better chance in foreign markets. The others will be talkies.

It is said that Mr. Chaplin's next picture will have Napoleon as chief character. I happen to know that he is intensely interested in a French story in which Napoleon return to Paris after his reported death on St Helena; but whether he will play the Emperor himself, as he has always wanted to do, remains to be seen.

Hitherto Chaplin has produced only one picture in which he did not star himself. This was the brilliant "A Woman of Paris," which lifted Adolphe Menjou to fame. It was the first picture made in the modern manner and started a vogue for cynical realism that persists.

"ROYAL CAVALCADE"
"Royal Cavalcade," the British International screen record of the King's reign, greatly interested the King when it was shown at Balmoral Castle.

All the necessary apparatus including sound and film projectors, was taken to Balmoral and installed for the occasion.

ALHAMBRA
THEATRE

TO-DAY
At 2.30, 5.20, 7.20 & 9.30 P.M.

HE KNEW WHAT A MAN
WOULD DO FOR LOVE!



Father Brown, Detective
with WALTER CONNOLLY
PAUL LUKAS
GERTRUDE MICHAEL
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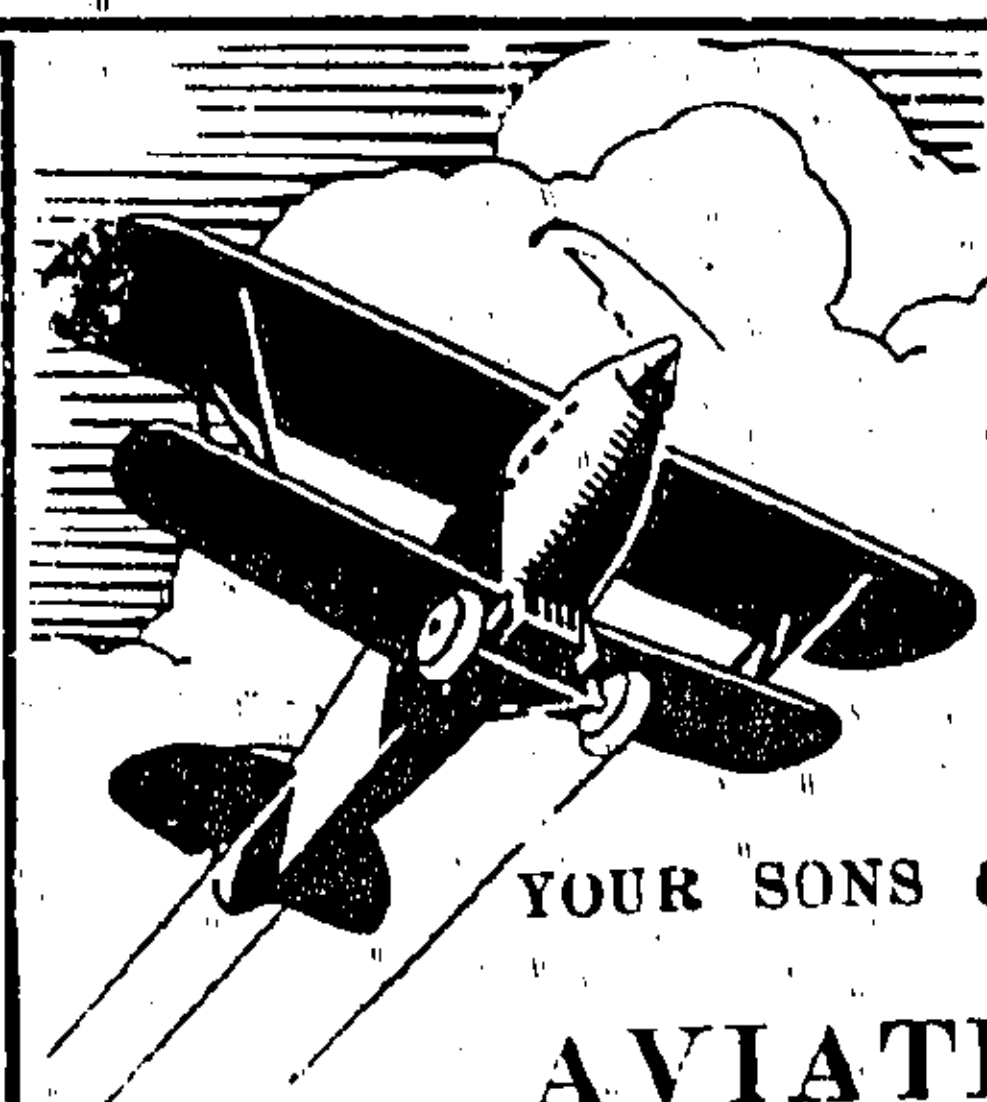
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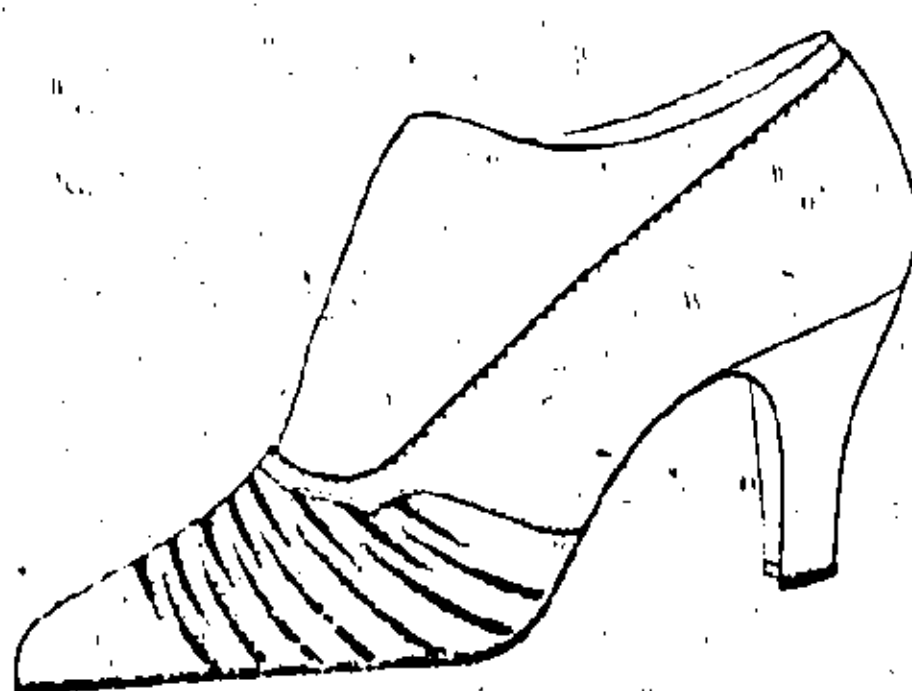
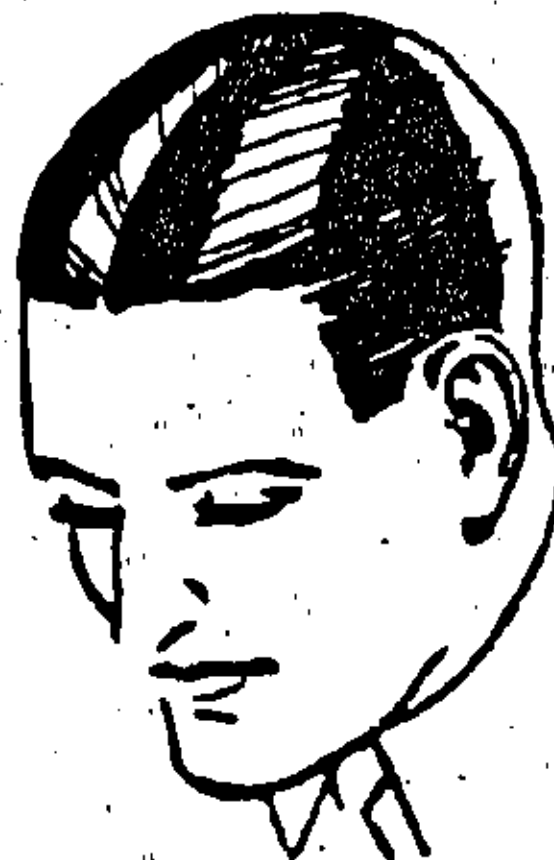
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Around the Courts

CLEAN RECORD
SPOILED

Chung Kwong, aged 48, cook-boy, who was charged with wounding Sanitary Inspector and Mrs. G.H. Sheriff, with whom he used to work, was brought before Mr. W. Schofield at the Central Magistracy yesterday and sentenced to 4 months' hard labour.

The incident happened in the complainant's residence, No. 11 Bay View Mansions Causeway Bay on the morning of October 5 last.

Sub-Inspector Rozesky prosecuted.

After evidence was given by witness for the prosecution, the defendant went into the box. He stated that on the morning of October 1 last, his mistress asked him to pay a bill for some coal that she had bought. The next morning his mistress asked him whether he had paid the money yet, and defendant replied that he had not. She then asked him to keep the money, and pay the coal bill later. On the morning of October 5 he was asked again by his mistress whether he had paid the bill, and he told her that he had spent the money because he had been playing mah-jongg. Complainant then requested him to get back the money or else she would have to treat him as a thief.

MASTER "GRABBED" HIM

He went over to Kowloon to get the money from his family. He got it, but when he returned he was asked by his master about the money. Witness gave the bill with the money to him, but he was asked to leave complainant's employment. Witness asked to be paid his wages to which his master said nothing. Defendant then proceeded to the kitchen to peel some potatoes and chop up some mutton. He got a knife from a drawer to do the work, but to his surprise, he was grabbed round the body by his master. Witness then swung the knife away and it fell in the street. Witness then tried to go downstairs to get back the knife and as he was going his master ran after him.

His Worship disbelieved the story concerning the knife, and convicted defendant, but remarked that he was passing sentence of only 4 months' hard labour because defendant had a clear record for the 30 years he had worked as a cook in Hong Kong, and also that the complainant were but slightly injured.

HAWKER WARNED

"Look here, young man, if you come to this Colony you have to behave yourself. If you are told to get out of private premises, you get out and stay away," said Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday when he fined Young Ha Min, a 29 year old Shantung licensed hawker \$5 who was convicted of disorderly conduct at Austin Avenue on Saturday.

"Several complainants have been made about these Shantung hawkers in the Tsimshatsui district. They put their feet in the doorway and refuse to go," stated Inspector Stimson. Continuing the officer said that on Saturday morning defendant went to complainant's house, which was occupied by the complainant and her father. The door was opened by the amah, who, when she saw defendant, said they did not want to buy anything. Defendant put his foot in the doorway and refused to go. Complainant also told defendant to go away but he still refused, until a police whistle was blown. He then went down and sat on the opposite side of the road and used abusive language.

Miss F. Gomes of No. 10 Austin Avenue, appeared as the complainant.

A quarrel over a gambling debt amounting to only six cents resulted in Hung Tsui, coolie, being sent to the hospital suffering from injury caused by being struck with a stone by another coolie, Chan Yuen, who appeared before Mr. Macfadyen at the Central Magistracy yesterday and pleaded guilty to assault. The case was remanded to Friday when the complainant is expected to leave hospital. Sergeant Banks appeared for the prosecution and stated that the wound was a clean cut on the head. Defendant was granted bail of \$25.

HEAVY FINES

Fines varying from \$300 and \$90 were imposed by Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday when four Chinese were convicted of possession of illicit drugs.

Sha Sing-chuen, 40, unemployed, pleaded guilty to the possession of 10 taels of raw opium at Tainan Street, Shamshui, on Friday last, and a fine of \$300, with the alternative of two months' hard labour, was imposed. Revenue Officer H. R. Major stated that defendant was arrested on information and the opium was found concealed on him.

Charged with the possession of three taels of raw opium, Leung Cheuk, 48, unemployed, was fined \$90, or, in default, five weeks' hard labour. Revenue Officer Major stated that defendant was arrested when he came off a Canton train at the Kowloon Canton Railway Station on Saturday.

A fine of \$250, or, in default, two months' hard labour, was passed on Lau Kwong, unemployed, when he pleaded guilty to the possession of 500 heroin pills at Woosung Street. Inspector Shannon stated that the pills were found on defendant when he was arrested on information. Defendant informed the police that the pills were given to him by an old man to carry.

Pleading guilty to the possession of 210 heroin pills, Ho Yun, 27, unemployed, was fined \$100, with the alternative of six weeks' hard labour. Inspector Ellis stated that defendant was arrested coming off the Shamshui Ferry Wharf at Peiho Street, and the pills were found in his pocket.

Sohan Singh, a 40-year-old gunner of No. 1 Battery, the Hong Kong and Singapore Artillery, stationed at Whitfield Barracks, Kowloon, appeared before Mr. Wynne-Jones at the Kowloon Magistracy yesterday charged with assaulting Lui Kam, 30, unemployed, at Wing Sing Lane near Nathan Road on Saturday. It was stated that complainant was detained in hospital with an injury to his head. Defendant was remanded to Wednesday.

An unemployed man, Chan Wal-kwong, aged 32, appeared before Mr. Wynne-Jones at the Kowloon Magistracy yesterday charged with an attempt of gross indecency at Nathan Road on Sunday. On the application of Acting Sub-Inspector O'Connell defendant was remanded for 24 hours.

At the Central Magistracy yesterday, Mr. Macfadyen granted an application for Sergeant Granger for the confiscation of 350 catties of sugar found unclaimed aboard the steamer Seistan lying at the Douglas Wharf.

Returning from banishment on Saturday, Hau Kam, 48, stone-breaker, was arrested and was yesterday brought before Mr. Wynne-Jones at the Kowloon Magistracy. He pleaded guilty and stated that he was in ill-health. Sentence of 12 months' hard labour was passed. Defendant, who was banished for ten years only last July, admitted having just finished a prison term for the same offence.

Appearing on remand before Mr. W. Schofield at the Central Magistracy on a charge of having returned from banishment before the expiration of his term of ten years received this year, Fan Kwai, unemployed, was sentenced to eight months' hard labour. It was stated that the clothes which defendant had returned for had been recovered at the address he mentioned. Li Chung, unemployed, also charged with having returned from banishment before the expiration of his term of five years received in May this year, was sentenced to twelve months' hard labour. He stated he had come back to get some money from an aunt.

Tsot Kai-pat, 26, unemployed, pleaded guilty before Mr. Macfadyen at the Central Police Court yesterday to stealing a piece of leather from Wo Ku, 60, street cobbler at Hollywood Road yesterday afternoon. "It is hard enough for these cobblers to make a living without you stealing their leather," remarked the Magistrate in passing sentence to two weeks' hard labour. Sergeant Banks prosecuted.

LOCAL GIRL'S
SUCCESSJoy Booker At
Home

Information has been received from England that Joy Booker, who went home on leave from this Colony in February of last year, has passed her Cambridge School certificate examination with distinctions in English and History, credits in Mathematics, Geography, and Biology, and pass in French.

Joy received most of her education in the Central British School, and the high standard in this school has been favourably commented upon.

ISOLATION OF
JEWSEffect Of New
Laws

(Special Air Mail Service)

London, Sept. 25.

With the conclusion of the Nuremberg Congress Germans are left to reflect on the significance of the three laws which were the only concrete outcome of the week of speeches and parades. Of the three, only the two laws affecting the Jews have been thought to require a word of explanation from authoritative circles.

One of these, besides prohibiting mixed marriages between Germans and Jews, and the employment in Jewish households of German women under the age of 45, forbids Jews to fly the German flag, but permits them to fly the Jewish colours. Connected with it is the law providing for two classes of citizens. The Jew can never attain the status of a full citizen (Reichsbürger), which is reserved for persons of Aryan blood. He will be classed as a "Staatsangehöriger" (belonging to the State). What in practice will be the difference in rights and privileges of the two classes of citizens remains to be discovered. In some quarters it is feared that the law, or its application, may enable the authorities to place in the lower rank of citizenship any Germans who in one way or another may make themselves politically objectionable.

An inspired commentary on the "Jewish laws" takes the line that the relationship between the German and Jewish communities has now been clearly established, and for good.

The German people, it is stated, has nothing against the Jew, so long as he behaves as a member of a Jewish community. On the other hand, the German people decline to regard the Jew as a member of their nation and to extend to him the same rights and duties as German citizens enjoy. Incidentally it is pointed out that the restrictions apply only to "full Jews." The members of the Jewish minority in Germany received through the new legislation the right to live their own cultural and national life. They can have their own schools, theatres, and sports clubs; in short, in all the departments of human activity they can make their own arrangements. But the participation of Jews in the political or social affairs of the German people is now and for ever (says the commentary) prohibited.

The commentary naturally avoids the question how the Jews in Germany are to live any kind of life if they are also isolated economically from the rest of the community. Presumably the recently intensified efforts made to that end in many parts of the country come under the description of "individual actions" against the Jews, and these, as Herr Hitler again informed the Party leaders late on Sunday night, are forbidden.

When Tsot Wan, 17, unemployed, came before Mr. Macfadyen in the Central Police Court yesterday charged with hawking Chinese newspaper without a licence in Connaught Road Central, Sergeant Banks stated that defendant told the police he was a student at the Ying Wah College and had been sent out to get the papers. The case was remanded until to-morrow for the defendant to call witnesses.

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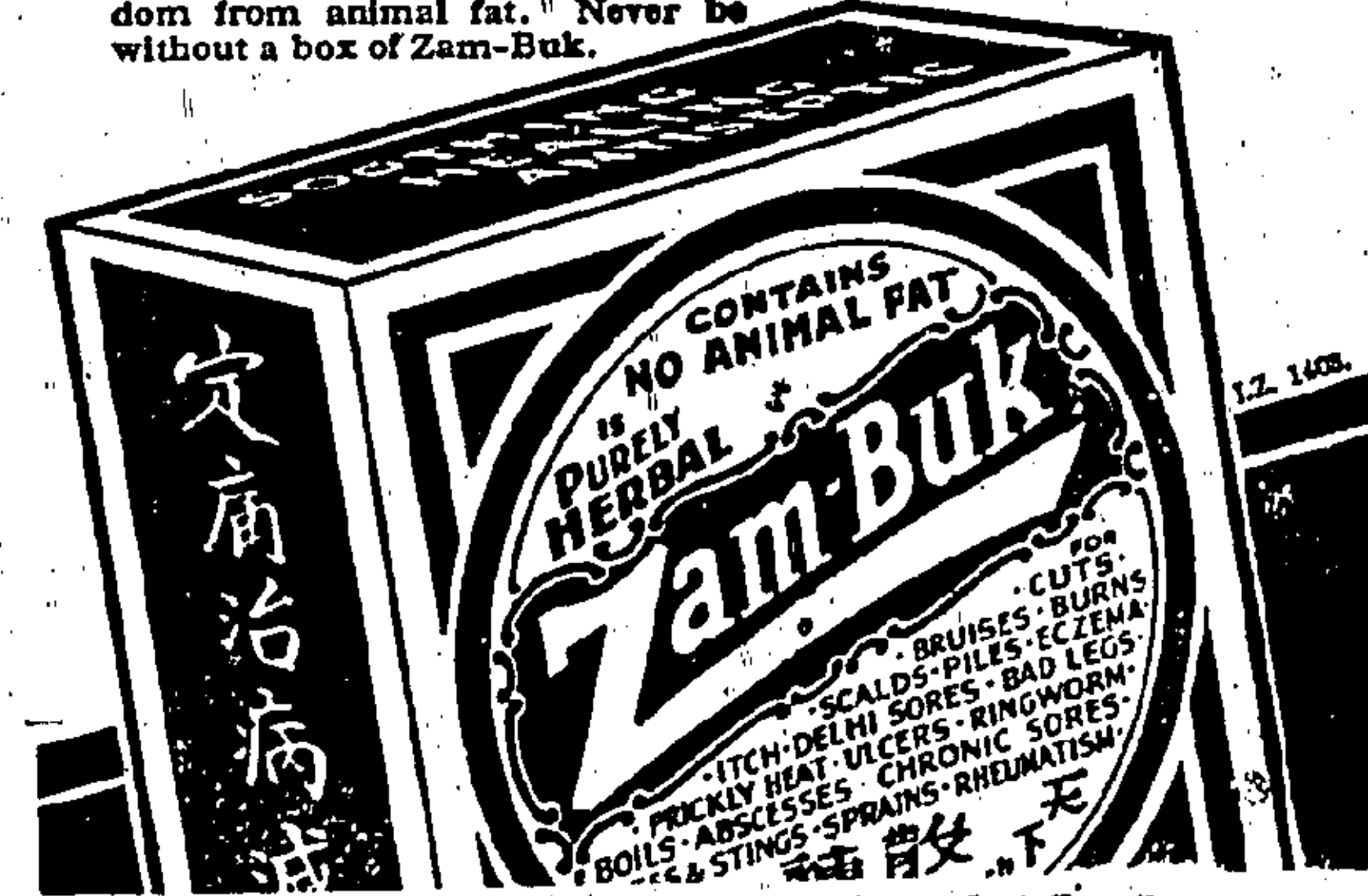
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NEWS FROM CHINA

NEW DELEGATES WANTED

Canton, Oct. 13. Insisting that the four proposals of the South-west circular telegram of September 16, be included in the agenda of the Fifth Kuomintang National Congress, South-West members of the Central Committees in another telegram to Nanking yesterday stated that the spirit of the Congress would be undermined if it considers only resolutions submitted before August 18, 1934.

"Delegates to the Congress should be elected anew," the telegram contended. "In no circumstances should delegates elected two years ago be acceptable now. All resolutions to the Fifth Congress should be submitted three months before it opens (on November 12). It is unreasonable to say that resolutions should be received before August 18, 1934, when according to Kuomintang principles all resolutions can be introduced three months before convocation."

The telegram welcomes Nanking's suggestion of co-operation for national salvation but not co-operation in the sense of conceding the surrender of national rights.

The four South-west proposals are in substance punishment of traitors and terrorists, and forming positive foreign policy and internal reforms for the welfare of the people.

FLOOD RELIEF

Canton, Oct. 13. Postal employees in Canton are required to give a liberal part of the salaries as contributions for flood relief, according to circular instructions received here to-day from the Ministry of Communications.

Those drawing a salary under \$54 will contribute 20 per cent. of their remuneration, payable in two instalments. Those given a salary from \$55 to \$210 are required to contribute one half of their salaries in two instalments. Officials drawing more than \$210 are required to give one half of their salaries in two instalments. All the payments are to be cleared between October and December.

As the ruling is made by the Ministry of Communications, foreign staff in the postal service is likewise obliged to contribute their share accordingly.

TO WELCOME VETERAN

Canton, Oct. 13. Mayor Liu Chi-wen, Mr. Chen Yung, Secretary General of the South-west Political Council, and other high officials left here last Saturday afternoon for Hong Kong to welcome Mr. Hsiao Fuchien, veteran Kuomintang leader, who is due to arrive there this afternoon.

Mr. Hsiao heads all the circular telegrams addressed to Nanking insisting that the four South-west resolutions should be included in the agenda for the Fifth National Congress. Mr. Hsiao will attend

WAR ZONE RENAMED

Tientsin, Oct. 13. A further step to increase Japanese activities in North China as seen to-day by a proposal of Colonel Chiku Shita, director of the Special Organ of Japanese troops in Shanhaikwan, that the war zone be renamed as East Peiping Special Area, whose territory should be extended from eighteen counties to twenty two counties.

Colonel Shita proposes that Mr. Yin Yu-kang, well known pro-Japanese official be appointed administrator of the enlarged area, which is to be placed under the direct control of the Executive Yuan and not the Hopi Provincial Government.

At a meeting of Japanese military commanders in Tientsin over the week-end, a decision was reached whereby this "suggestion" is to be communicated to the Executive Yuan through Mr. Y. Suma, Japanese consul general in Nanking.

It is reported that the Japanese are very firm in this stand.

COMPULSORY LABOUR

Hankow, Oct. 13. Following the example of other provinces, the Hupei Provincial Government has mapped out concrete measures for the enforcement of the Compulsory Labour Law as is required by the recent order of Generalissimo Chiang Kai-shek.

The measures provide that Compulsory Labour will be enforced from next November to March, 1936. During a period of five months, all able-bodied citizens in the province, from 18 to 45 years of age, are required to do their share of work. Various reconstruction projects will be carried out. In districts where there are many rivers, dykes construction and dykes reinforcement work will first of all be undertaken, while in hilly areas, where there are not many rivers, special emphasis will be laid upon the construction of highways and the planting of trees.

CANTON'S CINEMAS

Canton, Oct. 13. As there are no prospects of exhibiting American films in Canton owing to the refusal of the eight leading companies in paying the censorship fees to the police authorities, local motion theatres will submit a petition to the Cinema Censorship Board to-morrow asking that certain banned Chinese pictures be permitted for local exhibition.

There are not sufficient Chinese pictures for local demand, and those in mandarin dialogue produced in Shanghai are not suitable for Canton audience, who do not understand such dialect.

the Monday meeting of the South-west Executive Committee of the Kuomintang.

COURT MARTIAL

Soldier Acquitted

Tried by a court martial composed of Major W. L. Eastwick, Field R.A., President; Capt. R. L. de Brissay, Lincolnshire Regt., and Lt. J. P. Williams, East Lancashire Regt., on August 9, on a charge of stealing a gold watch, the property of Eddy Harkness, musician of the President Coolidge, Private L. Ogden, of the East Lancashire Regiment was yesterday acquitted on the charge at a re-assembly of the same District Court Martial. Pte. Ogden was released in open court.

The soldier was alleged to have taken the watch from a cabin in which he was being entertained, but he maintained that a member of the crew gave it to him, and that he accepted it in the genuine belief that it was a gift for "old times' sake."

H.K. POLICE RESERVES

ORDERS BY MR. D. BURLINGHAM, INSPECTOR GENERAL OF POLICE.

CHINESE COMPANY

Training Course—Part II.—All recruits of the Chinese Company who have not yet passed Part II of Training Course will attend at the Chinese Company Headquarters on Tuesday, October 15th at 17.30 hours for instruction.

Inspector Parade.—All ranks of the Chinese Company will parade at Central Police Station on Thursday, October 17th at 17.30 hours under Sub Inspector R. J. Hunt for a general inspection of equipment etc., by the Company Commander. Dress—White Uniform, Cap with White Cover, Belt with Brace, Truncheon, "Pocket Policeman" and note-book to be carried. The Equipment Officer will make a point of being present.

INDIAN COMPANY

1st Aid Classes.—All members taking this course will report at the Indian Company Headquarters, 20 Ice House Street on Tuesday, October 15th at 18.30 hours for instruction.

Training Course—Part II.—All recruits of the Indian Company will attend Indian Company Headquarters, 20 Ice House Street on Thursday, October 17th at 17.30 hours for instruction.

Leave.—Constable R. 277 Shah Kadda Khan has been granted leave of absence from the Colony, from 12th October, 1935 to 11th April, 1936.

FLYING SQUAD

Special Duty.—Members who are detailed for Special Duty will parade at Central Police Station at 14.15 hours on Saturday, October 19th, 1935. Dress—White Uniform, and Cap with White Cover.

Instructional Patrol.—The instructional patrol for the members of the Flying Squad will take place on Friday, October 25th at 17.30 hours sharp. All members will fall in at Central Police Station at that time. Dress—White Uniform, and Cap with White Cover.

EMERGENCY UNIT RESERVE.—Defence Instructions will take place at the basement of the Sailors' Home and Seamen's Institute on Friday, October 18th, 1935. All members are requested to be present at the above mentioned place at 17.20 hours.

D. L. KING,
D. S. P. (R.)
Hong Kong, October 14th, 1935.

FREEMASONRY

(Special Air Mail Service).

London, Sept. 25. The latest official list of Lodges working under the United Grand Lodge of England gives the number 4,815. Of these 719 Lodges are situated outside England and Wales, 663 work in District Grand Lodges, and 66 directly under the headquarters of the craft in London.

The Grand Secretary, Sir Colville Smith, and other Grand Officers are now in Brazil, assisting in the formation of a new District to be named South America (Northern Division), starting with 12 Lodges.

mand of No. 5 (Army Co-operation) Squadron at Elsalpur. Squadron Leader Fullard graduated at the R.A.F. Staff College in 1924-25.

FULL GLORY OF CHINESE ARTISTRY

The International Exhibition

CONTINUED FROM YESTERDAY

The premier Chinese art is represented by more than one hundred and seventy fine paintings and examples of calligraphy, these being closely allied arts in the Chinese mind. The earliest examples are attributed to the Tang Dynasty (A.D. 618-906), but (with one or two possible exceptions to the rule) it is hardly conceded that any fully-authenticated Tang paintings exist other than the Buddhist paintings found by Sir Aurel Stein in the treasure cave of the Thousand Buddhas at Tun-huang in Chinese Turkestan.

In the productions of the Sung period critics are on surer ground, and fifty-five Sung paintings are included, among which are two by the Emperor Hui Tsung (reigned A.D. 1101-1125). This unfortunate monarch was one of the most enthusiastic patrons of the arts China has ever known. In 1125 he was taken captive by the Tartars; his brilliant Academy of Painting was dispersed and a large part of his great collection of pictures destroyed. Probably the most spectacular of the paintings is the famous scroll "A Myriad Miles of the Yangtze," by Hsia Kuei (c. 1180-1230 A.D.). This great picture, a narrow horizontal scroll of thirty-eight feet in length, shows the convolutions of the river in a manner impressively contemptuous of what we consider the laws of perspective. This picture forms one of the National Treasures of China, and is certainly noteworthy even in such exalted company.

YUAN SECTION

Yuan and Ming pictures number eighty-four, and those of the Ch'ing dynasty twenty-nine. In the Yuan section is shown an album of pictures of the Mongol Emperors, including the formidable visage of Genghis Khan, world conqueror. A companion book of Yuan empresses is interesting for the fact that as the artists were not permitted to see the ladies, a representative assortment of pictured eyes, noses and mouths were submitted for approval, the "portraits" being later built up from the acceptable features.

The Ming and Ch'ing sections include many names great in Chinese art, worthily represented by outstanding works. Among the latest artists is the Emperor Ch'ien-lung (A.D. 1736-1795); himself one of China's greatest rulers

and noted as a scholar and patron of art. The list ends with the work of "Lang Shih-ning" (Giuseppe Castiglione), an Italian Jesuit who worked in China under the patronage of the Emperor Ch'ien-lung.

SILK PICTURES

Among the exquisite minor arts of China to be displayed are twenty-nine examples of k'o ssu (silk pictures); some as early as Sung times. The finely-carved red lacquer of Peking, made in the Imperial workshops, is included; also colsonne and painted enamels, many pieces being enamelled on pure gold.

INTERESTING ITEM

A very interesting item is a group of throne-room furniture. This includes a teakwood throne with colsonne enamel decorations and a gold lacquer footstool, a writing-table, of teak and a superb palace screen. The desk furniture includes a famous inscribed ink-stone almost a thousand years old, three white jade Imperial seals, a water container and a seal vermilion box of the same material, a writing brush with jade holder, an arm-rest of rare wood, a tablet of Imperial ink and a flower vase of exquisite Sung porcelain.

This unique collection has been selected by an International committee from among the many treasures of the Peking Palace, and is made available for the Exhibition through the courtesy of the Chinese Government as a step in the desired closer understanding between Europe and China. Since Europe has been profoundly influenced by Chinese designs and methods since the XVIIth century, it is likely that the present Exhibition, the largest and most important of its kind to be held, will give a new impetus to the use of motives and colour schemes from China in decoration, furniture and fabrics.

PRIVATE COLLECTORS

HELP

Space does not allow mention of the other individually remarkable objects of a total of more than two thousand to be lent by museums and private collectors, but the visitor to London between November and March may be assured of seeing what is probably to be the most comprehensive and valuable collection of Chinese Art ever assembled beneath one roof.

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The Trailer Race at the Machine Gun Troop Gymkhana

ROYAL AIR FORCE

Wing Commander Archer

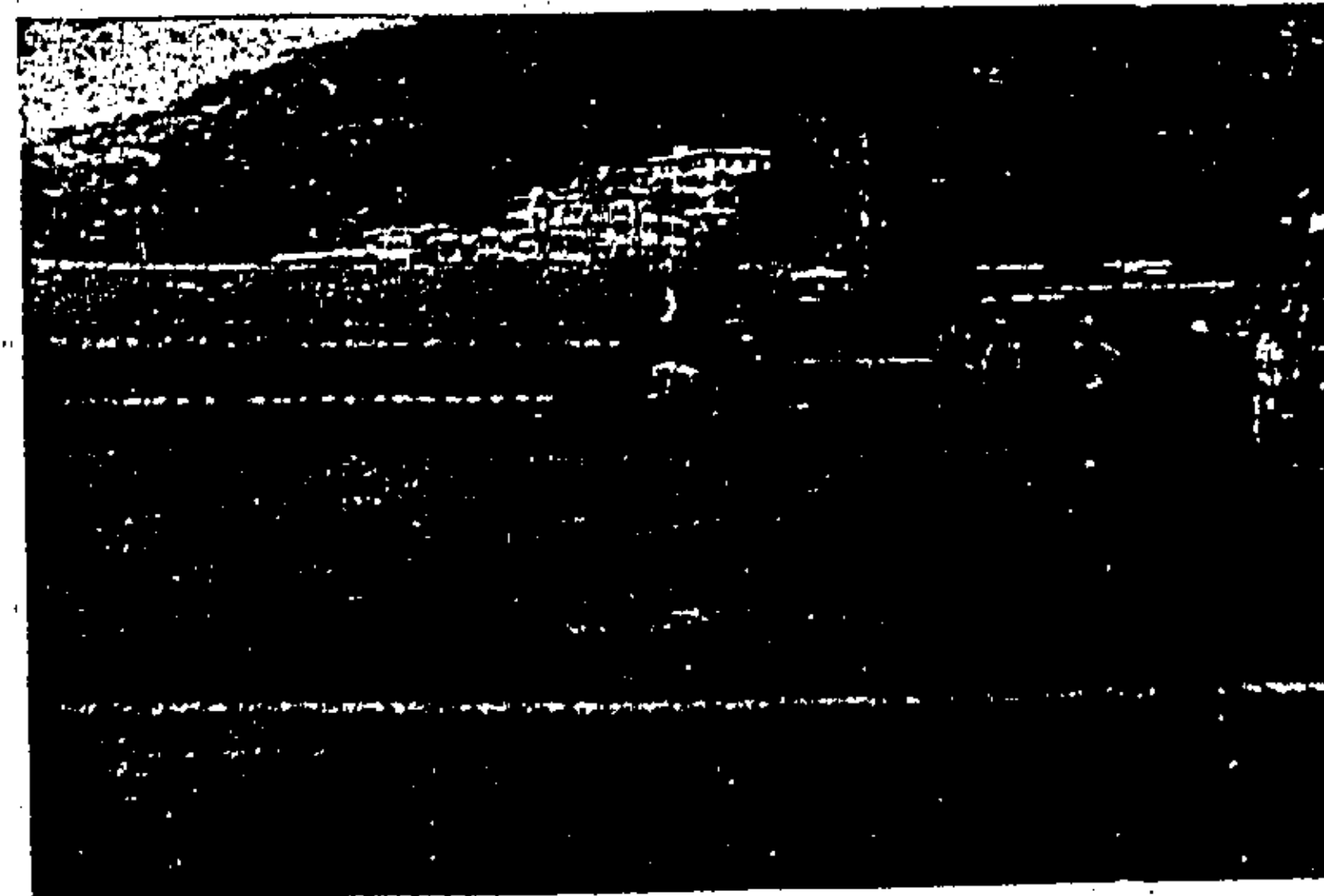
(Special Air Mail Service)

London, Sept. 25.

Wing Commander J. O. Archer, C.B.E., has been placed on the retired list on reaching the age limit for his rank—48 years. Since March, 1931, he has been on personnel staff duties at the Air Ministry.

Wing Commander Archer was educated at Felsted and London University, where he took his B.Sc. engineering, with honours, in 1909. When the War began he enlisted in The Seaforth Highlanders, was commissioned to the Royal Field Artillery, and transferred to the R.F.C. He saw active service in France, the Middle East, and South Russia, and was made C.B.E. in 1920. Since the War he has commanded No. 16 (Army Co-operation) Squadron at home and No. 3 (Indian) Wing at Quetta.

INDIAN STAFF COLLEGE. Squadron Leader P. F. Fullard, D.S.O., M.C., A.F.C., has completed satisfactorily a course at the Staff College, Quetta, which ended on July 11. He has since taken com-



Tent-pegging at the Gymkhana

U.S. NAVY TO BE STRENGTHENED

Floating Fortresses

(Special Air Mail Service)

London, Sept. 23.

Irrespective of what other Powers may do, the United States will lay down in January, 1937, the first of seven new battleships of the maximum size.

Only an extension of the battleship "truce" by international treaty would delay this plan, and such a development is regarded as next to impossible.

This means that the U.S. has finally and definitely rejected British proposals to reduce the tonnage and armament of future warships.

The new battleships will be designed as "floating fortresses," to serve as mobile bases for operations in distant waters, such as the Far East.

Each will be of 35,000 tons displacement and have a speed of 22 to 23 knots. The armament is to

be twelve 16in guns and sixteen 5in guns, the latter equally available against surface targets and aircraft.

OIL STORAGE CAPACITY

The ships will be massively armoured to resist gunfire and air bombs, but their special feature will be an immense capacity for stowing oil-fuel to secure a wide radius of action. The largest U.S. battleship now afloat carries 4,570 tons of oil, but the new ships will stow 7,000 tons. This will give them a steaming range of at least 18,000 miles.

The cost of each unit, complete with guns and equipment, is estimated at \$9,500,000. Britain's largest capital ships, the Hood, of 42,100 tons, and the Rodney, of 33,900 tons, each carries 4,000 tons of oil fuel.

For the past eight years the British Government has used its utmost endeavours to establish an international maximum of 25,000 tons and 12in. guns for battleships, and 7,000 tons and 6in. guns for cruisers. American naval opinion has remained firmly wedded to large dimensions. The last hope of effecting a reduction in size and armament has now apparently vanished.



BLANKETS

BOUND IN SATIN!

Here's comfort for cold nights! The blankets are soft and fluffy, and every one is bound in satin! You'll find colours to complete any scheme... and comfort for any wintry night!

All-Wool Blankets at Extremely Moderate Prices

(1st floor)

Chin Emporium LTD.

NEW ADVERTISEMENTS

CHINA HOMEWARD CONFERENCE

FREIGHT TARIFF No. 16
DATED 1st FEBRUARY, 1935.

ADDENDUM No. 9

NOTICE TO SHIPPERS

OWING to the unsettled international situation, shippers are reminded that all freight quotations are subject to alteration or cancellation without notice.

Hong Kong, 14th October, 1935.

[3884]

THE HONG KONG JOCKEY CLUB.

THE TENTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 19th OCTOBER, 1935, commencing at 2.00 P.M.

The First Bell will be rung at 1.30 P.M.

By Order,

C. B. BROWN,
Secretary.

Hong Kong, 15th October, 1935.

[3-85]



PUBLIC WORKS DEPARTMENT.

IT is hereby notified that Sealed Tenders in Triplicate, which should be clearly marked "Tender for Asphaltum", will be received at the Colonial Secretary's Office until Noon of Monday, the 4th day of November, 1935, for the supply and delivery of the following: Stores required by this Department for period commencing 1st January, 1936, to 30th June, 1936.

1. Asphaltum Penetrations 31/40 (to Specification).
2. Asphaltum Penetrations 61/70 (to Specification).
3. Asphaltum Penetrations 8/80 (to Specification).

Every tenderer must deposit with the Colonial Treasurer the sum of \$500 (Dollars five hundred) and the Deposit Receipt must be attached to the tender when this is forwarded to the Colonial Secretary.

For Specifications and Forms of Tender apply at the office of Superintendent Accounts and Stores, Public Works Department, from whom further particulars can be had on application.

R. M. HENDERSON,
Director of Public Works.

[3883]

ANNOUNCEMENT

The marriage of Mr. Henrique A. Barros, eldest son of Mr. and Mrs. F. Barros, and Miss Cecilia Noronha, eldest daughter of Mr. J. M. Noronha and the late Mrs. J. M. Noronha, will take place at the Rosary Church, Kowloon, on October 19, at 4.30 p.m. Friends will be welcome at the wedding ceremony and at the reception to be held at the Club de Recreio. [3880]

BIRTHS

MOOR.—On October 8, 1935, at the Country Hospital, Shanghai, to Ray, wife of Mr. O. Moor, a son, Robert, Grimston.

PETERS.—On October 9, 1935, at the Country Hospital, Shanghai, to Mr. and Mrs. Ralph W. Peters, a daughter.

BEICHMANN.—On October 7, 1935, at the Country Hospital, Shanghai, to Mr. and Mrs. U. F. Beichmann, a son.

DEATHS

COLLACO.—On October 8, 1935, at St. Marie's Hospital, Shanghai, Carmen Maria Collaco, aged 28 years, the dearly-beloved daughter of Mrs. Maria Othilla Collaco.

THEME.—On October 6, 1935, at his residence, 175-14 Seymour Road, Shanghai, Major H. H. Theme, aged 43 years, late Colonel of the Imperial Russian Horse Grenadier Guards and Major Commanding Shanghai Russian Volunteer Corps. 1927-1935.

HOLZ.—On October 6, 1935, at the Faulen Hospital, Shanghai, Karl Holz, aged 56 years, the dearly beloved husband of Anna Holz.

Editorial and Business Office: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 15, 1935.

BY WAY OF JAPAN

The British Government and the whole nation must have been gratified at the signal courtesy of the Emperor of Japan to Sir Frederick Leith-Ross. It will be recalled that in June last year the Secretary of State announced that this trusted official had been chosen to proceed to China to report on the economic situation of that country, and that alone signified that His Majesty's Government attached a great deal of importance to the mission. Sir Frederick was happily inspired to make a preliminary call at Tokyo in order to pay his respects to an old friend whose interest and position in China are of such consequence to this mission. The amiable exchanges are looked upon by all and sundry as a good omen of the success of Sir Frederick's undertaking, for there is no doubt that the marked favour of the Emperor will dispose his subjects to co-operation.

China has gone through deep waters of recent years, the change from Empire to Republic inflicting deep injuries upon the system of Government and upon law and order which have not yet been wholly repaired. The rising waters of the Yangtze and the rising price of silver have wrought havoc with trade and agriculture and it is indeed a credit to the country that despite all these trials and tribulations the country should have still remained substantially intact. The industry of the people soon puts to right the disastrous effects of the flood but the damage done by the rise in silver needs a definitely longer period to repair. The finances of China constitute a problem which might even puzzle such a head as Sir Frederick Leith-Ross has on his shoulders. Among other things he will no doubt have to advise whether a loan would be a safe and wholesome specific. This mission is economic and wisely seeks for knowledge—and friendship—as the true foundations of policy though the economic action may have political results. There have been some very welcome signs that the fierce estrangement between Japan and China is giving way to better feeling and let it be mentioned here that the friendship between these two nations would not be a menace to the West but, on the other hand, a benefit to the world. There is no sense in quarrelling with the facts of a situation, and one of the facts now well-established in this Far Eastern situation is that Manchukuo is no longer a political part of China. Some hold the opinion that if China were free to recognise the State of Manchukuo it would be a long step towards stability; it would not only clear the way between China and Japan, it would make for better understanding between these two nations and the Western world.

Returning to the subject of Sir Frederick Leith-Ross, it is with grave disappointment that we hear a rumour that he may not visit Hong Kong, but rely on the information of his able lieutenant, Mr. Young. We do not wish in any way to detract from Mr. Young's ability, at the same time we think it is the duty of Sir Frederick, now he has come to the Far East, to visit this Colony and see for himself the exact position. We hope that the authorities will do all in their power to persuade Sir Frederick to come here and thus assist Hong Kong with its economic troubles.

HAUPTMANN'S DEATH SENTENCE

Trenton, October 14.

Hauptmann's counsel intends to apply for a stay of execution of the death sentence pending application to the Supreme Court.

The application will be heard tomorrow by the Full Court.

FERRY STATION INCIDENT

Alleged Assault On Constable

No little excitement was caused at the Star ferry station on the Hong Kong side yesterday when shortly after 9.30 p.m. the Indian traffic constable on duty there was seen to be in some sort of an altercation with a foreigner.

The Indian, it was alleged, was assaulted by this man, it being further alleged that the foreigner continued to molest the constable in spite of his protests.

Sergeant Slater who was in mufti at the time happened to come upon the scene and he too in trying to pacify this man was alleged to have been threatened.

With difficulty he and the constable managed to put the man in a motor car and had him brought to the Central Police Station where the man who gave him the name of Thomas Smith Thorne, of the U.S.S. Pecos, was then detained.

In all probability a charge will be framed against him.

U.S. SECRETARY FOR WAR

On Visit To The Far East.

Tokyo, Oct. 14.

The United States Secretary for War, Mr. George H. Dern, travelling aboard the cruiser Chester, arrived in Yokohama at 8.30 a.m. to-day on a courtesy visit of four days. He was met by the United States Charge d'Affaires, Mr. Neville, and other members of the Embassy.

Tomorrow Mr. Dern will have an audience with the Japanese Emperor, after which, among other things, he will interview the Foreign and War Ministers. Mr. Dern and his wife and son will be the guests of the United States Embassy.

Reuter.

OIL TANKER ON FIRE

Mishap In English Channel

London, Oct. 14.

The Norwegian oil tanker Barfonn, 6,739 tons, caught fire last night in the English Channel, thirty miles off the Devonshire coast. The fire was followed by an explosion.

The destroyer Wrestler and an Admiralty tug were despatched from Portland and early this morning the vessel was taken in tow.

Earlier a Torbay lifeboat put off to the Barfonn but the Norwegian steamer Temerale had already taken off eighteen of the crew from the burning vessel.

No definite information as to casualties is available.

British Wireless.

AMERICAN NAVY

New York, Oct. 14.

The Navy estimates for 1936, including appropriation for one 35,000-ton battleship to be started on January 1, 1937 according to the "Herald Tribune." It will be the first of seven battleships to be laid down one annually.

The first battleship will replace the obsolete Arkansas and does not represent an increase over treaty strength but merely resumption of building replacements postponed by the London naval holiday agreement.

Reuter.

AUSTRALIA-ENGLAND FLIGHT

London, Oct. 14.

Harry Broadbent, Australian airman, who left Darwin on Friday on an attempt to break the record for a flight to England, left Gwadar on the Arabian Sea at 5.30

HOME RACE BETTING

Cesarewitch And Cambridgeshire

London, October 14.
The following are the latest call-overs for the Cesarewitch and Cambridgeshire:—

CESAREWITCH

13/2 Tommack o. 7/1 t.
8/1 Woodstock
9/1 Doreen Jane
100/8 Shining Cloud t. and o.
100/7 Lucky Patch o. 100/6 t.
18/1 Quashed t. and o.
20/1 Hoplite o. 22/1 t.
22/1 Chrysler II.
25/1 Samarkand t. and o.
25/1 Near Relation o. 28/1 t.
28/1 Night Cap III. o. 33/1 t.
33/1 Bunkaw t. and o.
33/1 Hands Off t. and o.
33/1 Cornered o. 35/1 t.
33/1 Penny-A-Liner o. 40/1 t.
33/1 Polly Stephens
40/1 Little Wyvis o.
40/1 Court Query o.
50/1 Mossoro t. and o.
50/1 Vinny Ridge o.
50/1 Solitaire o.
55/1 Sir Calidore t. and o.
55/1 Honeydun o.
55/1 Greynam o.
55/1 Knight of Monaster o.
100/1 Volino t. and o.
100/1 Scout o.
100/1 Option Money
CAMBRIDGESHIRE
100/12 Pegasus o.
13/1 Law Court o. 14/1 t.
100/6 Finalist o. 18/1 t.
22/1 Gunboat o. 25/1 t.
25/1 The Blue Boy o. 28/1 t.
28/1 Caymanas o. 33/1 t.
—Reuter.

MEMEL ELECTION RESULTS

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, October 14, 7.30 p.m.)

Memel, October 14.

The final results of the Memel election published on Monday reveal that 81.17 per cent. voted for Memel Unified list which obtained 24 deputies in the Diet as against five returned for the six Lithuanian parties. The population therefore is represented in the new Diet in the same proportion as its predecessor. 1,962,061 valid votes were cast for the Memel Unified list while six Lithuanian lists together obtained 369,457 votes.

This announcement in the official Gazette signifies the definite conclusion of the Diet election, although within five days from the date of its publication a protest against the validity of the election may be raised. In such case the Supreme Court must publish a decision within ten days.

Transocean Kuo Min.

SOVIET PROTEST TO JAPAN

Tokyo, Oct. 14.

The Soviet Ambassador to-day called on Mr. Hirota, the Japanese Foreign Minister, and protested against the three recent frontier incidents north of Pogradich-naya, and particularly with regard to the one on Saturday last, when Soviet and Manchukuo patrols of about 50 strong clashed, the latter using machine guns.

The Manchukuo patrol claim that they repulsed the Soviets who are alleged to have illegally crossed the border.

Reuter.

TIN AGREEMENT

London, Oct. 14.

A sub-committee of the International Tin Committee is at present discussing a form of agreement of control which is expected to supersede the present agreement on expiration. The object of the deliberations, at which a representative of each participating country is present, is to work out a general outline scheme rather than investigate intricate details.

To-day's meeting was purely private and no communication was expected.

Reuter.

This morning on his way to Baghdad.

British Wireless.

COLLECTIVE MEASURES AGAINST ITALY
In Full Operation At Geneva

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, October 14, 7.30 p.m.)

London, October 14.

The machinery of the League of Nations for preparation of collective measures against Italy is now in full operation at Geneva. It is working through committees and sub-committees.

All attending members of the League Assembly are members of the main Co-ordinating Committee which will meet in plenary session this afternoon and will have before it for definitive action a resolution dealing with the arms embargo.

The Committee through which recommendations reach the Co-ordinating Committee now comprises representatives of eighteen States and is called the Committee of Eighteen. It was in session on Saturday evening for general discussion of economic measures, and certain problems which may arise in connection with their adoption were considered.

The question as to how far the unfavourable effects of the League members of action taken in connection with measures of economic pressure could be compensated by rearrangement of markets among such members or possibly by financial assistance was referred to a special sub-committee for examination.

Observers expect that France will accept to-morrow (Monday) Mr. Anthony Eden's proposals for a boycott of Italian exports.

It is believed that by Wednesday a decision will have been reached, first to boycott Italian exports; secondly, to limit sales to Italy; third, to assist the States affected by the interruption of their trade with Italy.

Reuter.

"PROPOSAL TWO"

Geneva, Oct. 13.

The text of "Proposal Number Two," which will provide for financial sanctions, was drawn up by a drafting committee on Sunday afternoon, and subsequently, it is understood, was endorsed by the economic sub-committee which in turn will submit it for approval to the Committee of Eighteen, which is scheduled to meet on Monday afternoon at 3 p.m.

Since the full co-ordinating committee is likewise meeting on Monday, it is hoped to put a new set of sanctions into force on the same evening.

The strictest secrecy is being observed concerning Sunday's discussions, but it is understood that State and private Italian deposits abroad as well as interest due on Italian loans will be exempted from the measures to be envisaged. All other credits including private credits, will fall under the ban. It appears though, that great differences of opinion still exist concerning the interpretation of the term "private credits." Britain apparently is wishing to make this term as all inclusive as possible.

Transocean Kuo Min.

Shanghai's latest salesman, however, is something quite new. Accompanied by an assistant, he boards trams and gives the occupants a long lecture on the benefits derived from what appeared to be a small packet of pills. Meanwhile, with note-book opened and pencil poised, his assistant stands ready to write down orders.

The chances of obtaining new business in this way by taking the product to the customer may be advantageous, but a third class compartment of a tram, where the incident was witnessed, seemed hardly a profitable place to exploit. The passengers on the whole looked at the orator either as a freak or frankly ignored him.

But perhaps the energetic man was not trying to sell goods. Perhaps he was giving away free samples after a brief lecture. And perhaps his assistant was merely a recorder of the amount of packages which were thus disposed of. The answer will never be known for at that moment the tram, which was halted in a traffic block, moved off again and was lost to the view of the writer.

LOCAL AND GENERAL

Two cases of diphtheria and five cases of enteric fever were reported to the Health Authorities during the 48 hours ended Sunday, October 13, 1935.

Under the auspices of the Hong Kong University Education Society, Mr. W. L. Handyside will lecture on "The Early Education of John Stuart Mill and Lord Macaulay," on Friday, October 18, at 8.30 p.m. in the University Union Assembly Hall. All are welcome.

Mr. A. L. Sullivan, of the North American Insurance Company, reports to the police that whilst sitting in the reading room of the H.K.C.C. on October 12, some person stole a white palm-leaf jacket containing a gold cigarette case and a Dunhill lighter, also a bunch of keys. The total value of the stolen property is \$375.

H.M.S. Bruce arrived from Shanghai yesterday was met by the four submarines attached to H.M.S. Medway and did exercises with the destroyer as she approached the harbour.

Mr. Molesworth, 7 Humphreys Buildings, Kowloon, reports to the police that between 4 a.m. and 5 p.m. on Sunday some person stole a leather wallet from his bedroom, containing \$102.15 in Hong Kong currency.

The forthcoming wedding is announced of Mr. John Kenneth McAlister Tod, naval officer, H.M.S. Daring, and Miss Ursula Phyllis Western, of 16 Hart Avenue, Kowloon.

The forthcoming wedding is announced of Mr. John Kenneth McAlister Tod, naval officer, H.M.S. Daring, and Miss Ursula Phyllis Western, of 16 Hart Avenue, Kowloon.

NEWS SUMMARY

Four men were charged before Mr. Wynne-Jones at the Kowloon Magistracy yesterday with the possession of illicit drugs and fines varying between \$300 and \$50 were imposed. Page 8.

Private L. Ogden, of the East Lancashire Regiment, was acquitted at a re-assembly of the District Court Martial, on a charge of stealing a gold watch, the property of Eddy Harkness, musician on the President Coolidge on August 9. Page 7.

"Several complaints have been made about these Shantung hawkers in the Tsimshatsui district: they put their feet in the doorway and refuse to go," said Inspector Stimson when Yung Ha Min, 29, licensed hawk, was charged before Mr. Wynne-Jones at the Kowloon Magistracy yesterday with disorderly conduct at Austin Avenue on Saturday. Page 6.

The cook-boy of Sanitary Inspector and Mrs. G. H. Sheriff who was charged before Mr. W. Schofield at the Central Magistracy yesterday with wounding his employers was convicted and sentenced to 4 months' hard labour. Page 6.

Our cricket correspondent, "Adrem," writes an extremely interesting account of the second interport trial which was held last Saturday. He also gives the probable team to do duty for Hong Kong in the match with Shanghai which begins on November 9. Page 10.

The 2nd Division very nearly caused a first class sensation when until the 15th head they lead Shanghai by two shots, in their clash at lawn bowls which took place on the Taikoo green yesterday. Shanghai eventually ran out winners by 6 clear shots. J. C. Chalmers, skip for the localites, gave a fine exhibition of bowls. Page 10.

HOW TO SELL

Shanghai, Oct. 9.

High pressure salesmanship is an art which is generally credited to Americans as a nation but natives of Shanghai are not far behind. The fountain-pen seller, the man, woman, or child, who waves a string of zipfastener purses in one's face, the squawking melon seller of summer months, and the "nice flowers" vendors (with an ascending long drawn out wall on the "ers"), are figures who are as familiar on the streets of Shanghai as the reputation of the door-to-door vacuum seller in England or America.

Shanghai's latest salesman, however, is something quite new. Accompanied by an assistant, he boards trams and gives the occupants a long lecture on the benefits derived from what appeared to be a small packet of pills. Meanwhile, with note-book opened and pencil poised, his assistant stands ready to write down orders.

The chances of obtaining new business in this way by taking the product to the customer may be advantageous, but a third class compartment of a tram, where the incident was witnessed, seemed hardly a profitable place to exploit. The passengers on the whole looked at the orator either as a freak or frankly ignored him.

But perhaps the energetic man was not trying to sell goods. Perhaps he was giving away free samples after a brief lecture. And perhaps his assistant was merely a recorder of the amount of packages which were thus disposed of. The answer will never be known for at that moment the tram, which was halted in a traffic block, moved off again and was lost to the view of the writer.

The resolution stated that the Home Office at Rome had recently declared Italy would take no subjects living abroad into the army, navy or air corps. Lieut.-Comdr. Giovenale Anfosci, staff officer of the Italian Battalion in China, of the San Marco Regiment, on October 4 said that the annual changes normally occurring in November would not take place this year. Heretofore, one half of the soldiers have returned to Italy each year and have been disbanded, thus completing a half of their two year military service in the Orient. The officer explained that the great expense of transferring men was the reason for this decision by the government.

ATTACK ON LARGE SCALE EXPECTED ANY DAY IN OGADEN PROVINCE

Ethiopian Troops Sent From Harrar

CHIEFS CAUGHT WITH ITALIAN MONEY

Court-martialled And Shot

Addis Ababa, October 14.

Now that operations in the north have come to a comparative standstill while the Italian army consolidates the positions won, and organises the administration of the conquered territory, an attack on a large scale is daily expected to be launched by the southern Italian Army in Ogaden province.

The activity of the Italian airplanes in this region has been increasing. In the last few days twelve machines having carried out a renewed bombardment of Gerlogubi where 40 Abyssinian soldiers were killed by direct hit on a dugout.

Large detachments of Abyssinian troops are being despatched from Harrar to the southern front in preparation for the Italian offensive, while in Harrar itself precautions are being actively taken against air raids hourly awaited.

Bomb-proof shelters are being constructed and houses and supply depots camouflaged to render their detection more difficult from the air. Machine guns are being set up on surrounding heights where it is hoped they may be able to bring down the low flying machines.

A regular spy fever is prevailing in Ogaden after the discovery that several chiefs of the frontier tribes were in possession of large sums of Italian money. These men were immediately court-martialled and shot.

The Italians, it is alleged, are attempting to smuggle arms and ammunition to those tribes which are still wavering in allegiance to the Emperor.

The Abyssinians on the other hand claim to have won a number of tribes from Italian Somaliland to their side.

Transocean Kuo Min

POWERS REPRESENTATIONS

London, Oct. 14.

As the result of a resolution drawn up at Addis Ababa by the Ministers of Britain, United States, Belgium, France, Germany, Egypt and Greece, the British Ambassador at Rome has drawn the attention of the Italian Government to the fact that Addis Ababa and Dire Dawa are open towns with a large population. This is in connection with fears of air bombing.

Signor Savich, Under-Secretary of State, replied that he will make a note of it and notify the military authorities.

It is presumed that other powers have made similar representations.

ARMS SUPPLIES

It is announced that consequent on the removal of the arms embargo against Ethiopia, application by British exporters will be considered by the Board of Trade.

ADOWA ANNEXED

Rome, Oct. 13.

The victory celebrations originally planned for Friday took place on Sunday in Adowa when the commander-in-chief, General de Bono, held a review of the troops which captured the town.

At the end of the review which was held on a plain outside the town, the General and his escort ascended the heights above Adowa where the memorial, erected in honour of the six thousand Italians who fell in 1896, was unveiled. The memorial has been erected at the exact spot when the fatal outcome of the battle was decided when the Abyssinians stormed the heights held by the Italians.

After the ceremony General de Bono received the church dignitaries and other leading personalities of the territory which has now been officially annexed by the Italians.

The commander-in-chief stated that the normal life in the conquered territory has now resumed its normal course. He pointed out that roads and bridges as well as aqueducts have already been constructed by the Italian troops and affirmed that the conquered region will soon be brought up-to-date, in line with the other colonies under Italian rule.

Transocean Kuo Min

CONSULAR HITCH

Addis Ababa, Oct. 13.

The Emperor intends to send an airplane, it is understood, to fetch the Italian consul and commercial attaché in Magallo, who is still one week's journey from the

capital, in order to shorten the period during which the Minister, Count Vincini, must be kept under arrest.

The minister will then be expelled from the country with two officials from Magallo.

Many Arabs living here have expressed a desire to the British Minister to send all Arab women and children to Aden for safety. Permission to land in Aden was, however, declined by the British authorities, the reason it is stated being that all women and children resident in Aden have already been sent elsewhere since active preparations for the event of war are being made. anti-aircraft guns having been erected on the heights surrounding the town and harbour in addition to the existing fortifications.

Transocean Kuo Min

ITALIANS IN FRANCE

Paris, Oct. 13.

The first transport of 60 Italian residents from Paris who volunteered for war service, left here on Sunday, and will soon be followed by other contingents. The Italian volunteers from France will be trained at Sabaudia, and will later join "the Tevere division", commanded by the minister Parini, a leader of Italian Fascists living abroad.

The total number of Italian residents abroad is estimated at one million of whom roughly 200,000 are living in Paris.

Transocean Kuo Min

BIG ATTACK SOON?

Jijiga, Oct. 13.

Southern Ethiopian Army soldiers are passing through here daily en route to the Ogaden front where operations, thus far, have been confined to skirmishing but where a big Italian attack is expected at any moment.

The mobilisation in the Harrar area is almost completed and it is reported that the troops' pay has been doubled.

Reuter

NO IMPORTANT CHANGES

London, Oct. 13.

No important military operations have been reported over the week-end.

The Italians, however, have achieved the notable feat of constructing a road to Adowa, over which General de Bono travelled to take formal possession of the town.

While actively pursuing their preparations for the next big advance, the Italians are ceaselessly continuing their efforts at propaganda among the Ethiopian tribes.

That the Ethiopians are alive to the danger of the Italians obtaining a hold over the chiefs by propaganda methods is shown by reports from Addis Ababa that seven Soma' leaders, found in possession of large sums of Italian currency, have been shot as spies.

Reuter

PUBLIC DEMONSTRATION

Capetown, Oct. 13.

An effigy of Mussolini was burned publicly in an anti-war demonstration to-day in which over 1,000, mostly coloured people, participated.

Reuter

REFORM OF THE LEAGUE

Raised By Germany's Withdrawal

(Special to the "Hong Kong Daily Press").

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, October 14, 4.30 p.m.)

Paris, October 14.

Germany's withdrawal from the League of Nations, which on Monday was a legally accomplished fact, relieves her from any obligation towards the dispute between Italy and Geneva, points out "Le Jour" in a leading article.

The question of the reform of the League of Nations is once more raised by Germany's effective withdrawal, writes the paper, which adds that even if the League succeeds in coming through the trial of strength imposed by the Italo-Abyssinian dispute, it cannot exist long without the participation of one of the strongest powers of Central Europe.

Finally, the question must be examined as to whether the Locarno agreement which was concluded between the League members and within the framework of the League Covenant does not automatically lapse on Monday when one of the signatories ceases to be a member of the League.

Transocean Kuo Min

SILVER MARKET

(From Our Own Correspondent)

London, Oct. 13.

London Silver prices to-day were unchanged as follows:

Spot 29-3/8 29-3/8

Forward 29-7/16 29-7/16

London on New York cross-rate at 2 p.m. to-day was 4.9031 compared with 4.9037 at closing on Saturday.

Transocean Kuo Min

BRITISH SUBJECTS AT ADDIS ABABA

London, Oct. 14.

The hull in the hostilities in Abyssinia continues.

The British Legation at Addis Ababa has been warned that British women and children with all other British subjects who can do so leave without delay.

Nearly five hundred British subjects and those under British protection in Addis Ababa consist of about a hundred British born, two hundred British Indians, a hundred Arabs, fifty Somalis, fifty Scandinavians, Portuguese and others.

Count Vincini has not yet left. His health is reported to be causing anxiety.

Reuter

EGYPTIAN TROOPS ON GUARD

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, October 14, 4.30 p.m.)

Cairo, October 14.

The Engineers Regiment of the Egyptian Army as well as the 9th Infantry Battalion which hitherto had been stationed at Maadi have been transferred to Mersa Metru on the Libyan frontier.

Mersa Metru is a small coast town on the harbour in which the British destroyers are now at anchor.

An eventual Italian invasion of Egyptian territory it is pointed out here, is only possible along the coast passing the strategic position occupied by Mersa Metru.

Transocean Kuo Min

ITALIAN COMMODITY PRICES RISE

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, October 14, 7.30 p.m.)

Rome, October 14.

Prices of all commodities especially those from abroad are rising uninterruptedly so that the Fascist party secretary has ordered a rigid control of prices. Strict measures will be taken against those found to be hoarding or not revealing the existence of large stocks of supplies.

Transocean Kuo Min

ITALIAN PRESS COMPLAINT

British Government Not Friendly

(Special to "Hong Kong Daily Press").

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, October 14, 4.30 p.m.)

Rome, October 14.

The differences of opinion which have become so apparent at Geneva as regards the nature and application of economic sanctions are hailed with unconcealed satisfaction by the Italian Sunday papers.

Pointing out the energy displayed by Mr. Eden in clearing any opposition to the British proposals, "Voce d'Italia" protests against the British League of Nations Minister's assertions of Britain's friendship for Italy which would only regard such affirmations as ridiculous.

The British nation itself, it was true, might be friendly disposed towards Italy, but the attitude of the Government was nothing but hostile.

The British warships in the Mediterranean, asserts the paper, did not return the salutes given them by the Italian vessels. The Italo-Abyssinian colonial war has become a question of world importance by a movement, having been set in force against Fascist Italy which it was only desired to destroy because to-day the Italians had again become a nation conscious of its rights and strength.

Transocean Kuo Min

SHOT DOWN IN STREET

Revenge After Many Long Years

(Special to "Hong Kong Daily Press").

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, October 14, 4.30 p.m.)

Warsaw, Oct. 14.

While walking in the street, the political leader Sas-Harewicz, a former member of the ex-Czarist secret police, was shot down in broad daylight in Montwill-Mirecki Street in the industrial town of Girardow.

Montwill-Mirecki was one of the best known leaders of the Socialist Democrat party which was declared an illegal political organisation in pre-war Russia. In 1907 he was denounced to the Russian police by Sas-Harewicz, thereupon being arrested and hanged.

After the revolution Sas-Harewicz was lost until two years ago when a Polish newspaper printed a report that he was living in Poland under a false name, having obtained a position as an official with the railway. Investigations were made and his identity was established and he was dismissed.

Now after 28 years the dead leader's followers have wreaked their revenge.

Transocean Kuo Min

SOUTH SEA ISLANDS ANNEXED

New York, Oct. 14.

Three South Sea Islands, Jarvis Island, Baker Island and Howland Island have been annexed by the United States with a view to possible use as air bases on the American-Australia trans-Pacific service according to reports in the "Harold Tribune" and "Daily News."

It is stated that four Americans have been to each island for eight months taking weather observations and "colonizing."

Reuter

URGES UNITY IN ARMY

Dairen, Oct. 13.

Unity in the discharge of duties was urged by Major General Okamura, of the Imperial General Staff, at the opening of a conference of staff officers of the Kwantung Army and the Japanese garrison in North China.

The General said it was vitally essential that all Japanese forces should clearly understand and appreciate Tokyo's attitude on this point.

Reuter

STATEMENT BY M. LAVAL

Work For Friendly Settlement

London, Oct. 14.

The French Prime Minister, M. Laval, returned to Paris from Geneva to fulfil political and other week-end engagements.

In a statement to the Press he said the Franco-British collaboration manifested at Geneva in the greatest cordiality would continue to be exercised in the interests of peace.

To those who feared military sanctions, he said that in conversations with the British Ministers there had never been any question of them. They had considered in conformity with the covenant economic and financial measures whose methods of application were now being studied by experts.

"For those who might be tempted to oppose Great Britain, I must add that she has never considered that her action should be individual or developed outside the collective framework of the League of Nations. Our declarations before the Council and before the Assembly have always been in common just as our action will be in common."

"Mr. Eden and I have the same concern, and the same will to find a friendly settlement of the conflict in conformity with the covenant." The friendship of France and Great Britain, maintained and reinforced, is an indispensable condition of success.

British Wireless

PRESS COMMENT

Paris, Oct. 13.

M. Laval's statement to a representative of a semi-official French news agency which was published late on Saturday night and in which the Premier treats the French press not to let any doubt arise concerning the "loyalty of Franco-British relations" is generally believed to be attributable to the representations made on Saturday by the British Ambassador regarding the anti-British attitude taken up by a number of French papers.

The statement came too late, however, to have any effect on the Sunday morning papers' comments

on the Geneva proceedings, and consequently these comments still represent Britain as the sole driving power behind the Geneva decisions.

"Le Matin" in an editorial, warns Geneva statesmen against taking the extreme step of imposing a blockade against Italian ports while the Geneva correspondent of "Le Jour" asserts that Britain is evidently determined to demand a blockade if the initial sanctions should prove insufficient within the next ten or fifteen days. This correspondent anticipates that France will oppose a blockade as well as any other measures which might be interpreted as military

Transocean Kuo Min

FRANCE AND BRITAIN STAND TOGETHER

Paris Journal's Answer To Critics

Paris, October 14.

In an article headed "to our English friends" and which is thought here to be inspired from responsible quarters, the City Editor of "Le Petit Parisien" protests against the idea that Franco-British friendship is in any way clouded by the serious differences of opinion.

Certain divergences between public opinion in both countries, he declares, are only due to the fact that the press is insufficiently informed about the diplomatic negotiations carried on behind the scenes and is misled by outward appearances.

There were Frenchmen, for instance, who had feared that the energy which the British delegation is applying to accelerating the enforcement of sanctions was the result of the relentless decision to make reconciliation impossible and to kill Signor Mussolini politically and if necessary to go to war in order to achieve this end.

On the other hand there were Englishmen who believe that M. Laval's attempts to bring about a conciliation must have some more violent plans against England and the League of Nations.

In Paris, declares the writer, there are no dark plans of this nature being hatched. There was only a steady determination to seize every opportunity in concluding the drama in which England, Italy and the League of Nations are the chief actors.

The British Fleet, has given proof of its existence, continues the paper. "It can now return to its bases without any danger and by so doing would only add to British prestige."

The whole affair, the paper goes on, depends on the negotiations being conducted, but for months nobody has known how to negotiate. There had been much talk it was true, sometimes too much, but the parties concerned had not come together or had even suspected one another's malicious intentions.

But there was no fiendish plan in London to depose Signor Mussolini from his ministerial chair.

Transocean Kuo Min

MISS BARTON LEAVES FOR CHINA

Djibouti, Oct. 14.

Miss Esme Barton, daughter of the British Minister to Abyssinia, has arrived from Addis Ababa and has sailed for China via Aden.

Reuter

measures. The foreign political editor of the "Ouvrier" foresees that France's position will become increasingly difficult in the course of the next few weeks.

Transocean Kuo Min

Like so many of the world's leading athletes, Bob Pearce—the world's champion sculler—is a firm believer in 'Ovaltine.' He heartily recommends it to all who are engaged in competitive sport and strenuous work of any kind.

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"I started using 'Ovaltine' when training for the British Empire Games at Hamilton in 1925. I used it at Henley for the Diamond Sculls in 1927, at Los Angeles for the Olympic championship in 1928, and for my professional races at Toronto in 1929 and 1934."

7A7P115



THE SECOND INTERPORT CRICKET TRIAL

Richardson's Dour Innings

(By "ADREM")

One thing brought to my notice as a result of Saturday's Trial was the rather poor state of the Cricket Club wicket this season. The one used on Saturday was very inconsistent in that some balls were apt to bump and others to shoot. The surface was very uneven and at the pavilion end there was a definite depression just about where a length ball would pitch which might have been quite dangerous if a really fast bowler had been playing. However,

On a nice coolish day with not too much sun, Dunkley won the toss and electing to bat, set out Tam Pearce and Baines to open the innings. Gosano (who was brought into the team in the absence of E.J.R. Mitchell) being the only bowler of any pace on Hayward's side, started the attack from the Naval Yard end and immediately found a length. He was whipping them back from the off and coming off at a great pace. Pearce played him with the utmost confidence and scored a single to face A. T. Lee at the pavilion end. The first ball was atrocious, a long-hop on the off but the batsman failed to get on top of it and was caught in the gully by Walsh. Baines was never comfortable against Gosano and after being hit by a ball which broke sharply into his body, was bowled neck and crop with the next one, which was a beauty. Pearce and Duckitt were batting confidently when the former was bowled whilst attempting to cut one of Gosano's shortish off balls which kept very low and came off like lightning. Elvin, who had succeeded Lee had Duckitt very nicely caught at long-off by Ballard. Ernie Fincher batted very sturdily but got everything in the middle. Zimmerman attacked the bowlers from the outset and played a very nice knock for 22. Ricketts made an invaluable 24 and then we had the brightest cricket of the innings when the two left-handers, Dunkley and Minu, retrieved the situation with some big hitting. Off Alec Pearce in particular, to enable a declaration to be made with the score at 153 for 9.

IMMACULATE LENGTH

Gosano had bowled very well but I thought the most useful bowler was Ballard who kept an immaculate length throughout and broke up two very dangerous-looking partnerships. Pearce bowled much better than his analysis suggests.

The less said about the batting of Hayward's team, the better. Admittedly Baker and Minu were bowling very steadily but after they went off the bowling was distinctly bad. Williams was most palpably l.h.w. to Baker. Alec Pearce, with the obvious intention of redeeming his past failures, batted with the utmost caution until he ran across a beauty from Hung which shattered his stumps. Sayer, Walsh, Gosano and Hayward never looked like scoring. Mackay then became associated with Richardson and as a result of some very bad bowling from Zimmerman the score was taken to nearly ninety before Richardson was bowled when attempting to hit across one of Ricketts' leg-breaks. He had played a most valuable knock, showing a very sound defence against the good bowling and hitting anything loose, very hard. Elvin and Ballard took no chances and played out time.

DISAPPOINTING MATCH

Minu had bowled with amazing accuracy and his analysis of 9-5-5-1 speaks for itself.

On the whole this match proved to be most disappointing, the quality of cricket the batting in particular, never being up to anything like Interport standard.

Having seen two Trial matches in which practically all of the Colony's leading cricketers participated, one is in a position to form some idea of what the final team will most probably be. The candidates for captain seem to be A. W. Hayward and G. S. Dunkley. As I remarked once before, Hayward has had far more experience as a cricketer and a captain and most people agree that he managed his teams in the trials much better than Dunkley but the fact remains, on the form he has so far displayed, he is not worth his place in the side

as a batsman and he is certainly not the safe mid-off of a few years ago. On the other hand, Dunkley, is undoubtedly the most brilliant wicket-keeper ever to have played for Hong Kong and a very fair bat, as witness his innings of 33 not out last Saturday when his side to say the least of it was in a very precarious position. I am inclined to think, therefore, that it will be the wicket-keeper who will lead the Colony side on to the field on November 8th.

SOME CERTAINTIES

From what has been seen, I think the following can be considered certainties. E. C. Fincher, Capt. Persse, A. H. Madar, A. R. Minu and T. A. Pearce. Alec Pearce has certainly not shown very impressive form so far but I think all will agree with me that he is the finest all-round cricketer in the Colony despite his present lapse and I do not say this because he has happened to have been capped for Kent. The fast-bowler's berth will be filled by Pearce or Bowker. Whilst the former is the better batsman, I think that Bowker is the more dangerous bowler. He keeps a far better length and makes the batsmen play him all the time which is most important in a game lasting three days when there is plenty of time to play themselves in. Garthwaite and Gosano are two very fine all-rounders who most people would like to see played. In view of the fact, however, that the bowling on paper is already very strong, I feel that one of them will be left out in favour of a really reliable bat. Gosano has proved himself to be rather a nervous starter so I think Garthwaite will get the place.

THE TEAM

Ricketts should get in on the strength of his consistent batting and unique bowling which is going to give a lot of trouble to batsmen who have never run up against him before. In addition to this he is one of the finest slip fielders here. I now feel that two more really sound batsmen are required to complete the team and I would be inclined to select E. C. Fincher and J. E. Richardson. I do not think the latter's fielding lapse on Saturday, when he dropped three catches, should be taken too seriously as ordinarily he is one of the safest catches in the deep, in the Colony.

The team, in batting order, as forecasted by myself is:—
E. C. Fincher
J. E. Richardson
T. A. Pearce
E. C. Fincher
Capt. Persse
A. H. Madar
C. C. Garthwaite
G. R. M. Ricketts
G. S. Dunkley
A. C. I. Bowker
A. R. Minu
E. L. Gosano (12th man)

FORECASTS INVITED

There appears to be a tremendous amount of interest among the public in the Interport trials and so I would invite readers to send in to me their forecasts of the Interport Team giving any reasons they may have in selecting the players. It will be really interesting to see how close some of our cricket experts do get.

FIRST ATTACK BY TANKS RECALLED

(Special Air Mail Service)

London, Sept. 25.

British tanks went into action on the Somme 19 years ago this week and overran a German line that had defied the attacks of infantry.

A German artillery officer who was in an observation post at the time in front of Fiers said to a Press representative yesterday that when he saw the first tank on the ridge he thought it was a threshing machine. "It did look something like a threshing machine," he said, "but why should it have arrived there in the middle of a war and on a most unhealthy sector at that? Should we turn our batteries on it or wait and see what might happen next? We waited and watched. Then it moved. It actually started to come towards us. But that was

LAWN BOWLS

Shanghai Win Again

In an entertaining game of lawn bowls which was very open until the 15th head, when in fact their opponents were leading by 2 shots Shanghai defeated the quartette from the 2nd Division at Talkoo by 23 shots to 17, their victory being due to a splendid recovery when they scored 10 shots in four heads that commenced with the fatal 15th.

For the first time in Interport history, Shanghai were represented by four players from the same club, the Shanghai Bowling Club. The players were: C. W. Glover, W. H. Train, C. Richards, and J. Munro (Skip). The following turned out for the 2nd Division: S. A. Bright (Kowloon Bowling Green Club), W. K. Way (Craigengower Cricket Club), J. J. Bisto (Recreo) and J. C. Chalmers (Talkoo), Skip.

CHALMERS BRILLIANT

J. C. Chalmers was the hero of the game for he rolled some superb woods to give Hong Kong the lead, or he rescue them when in a tight corner. It must be said that the other three that composed the 2nd Division did not show up consistently, only on occasions did they reveal their true form. Bright was completely at a loss with the green, while Bisto was responsible for very erratic bowling. Way though splendid at times, more or less nullified his good work with some inconsistent woods. Shanghai's success lay in the good work of T. H. Train and C. Richards. Munro the skip was not at home against Chalmers' superb bowling, but at the crucial moment, which came at the 15th head, when the "juniors" were leading by two shots, and lay 2 woods, Munro in typical style trailed the jack to turn the head in favour of the visitors.

The score at the 16th, read Shanghai 16, 2nd Division 15. Then the visitors struck a brilliant spell and notched a 2 and a three to lead 21-15. Hong Kong retaliated with a two when Chalmers rolled down a fine wood to further enhance his side's position, but in the remaining two heads Shanghai managed to gain a single in each to run out worthy winners by six clear shots.

SPOONS PRESENTED

After tea had been partaken Mr. S. J. Pollock, Chairman of the Talkoo Bowling section said that at one period he thought that the 2nd Division manage what would be the "cracks of the 1st Division had failed to do." (Laughter). The game demonstrated rather forcibly that the selectors need not look only in the 1st Division for Interport talent. The speaker then said that he had pleasure in presenting the visitors with mementoes of the occasion, which took the form of silver spoons. Mr. Munro replying said that Chalmers' exhibition was good not only for 1st Division standard but also the Interport! He then presented members of the home team with appropriate souvenirs.

LOCAL GOLF

Adamson Cup, October qualifying competition at Happy Valley, on October 4-13.

K. S. Robertson 74-5=69 qualifies.
Other scores:—
A. H. McBride 86-16=70.
A. Jackson 95-24=71.
R. Wallace 80-9=71.
There were 15 entries.

not all. Suddenly into view came another. It joined the first one and, side by side, they came on, ugly and ungainly, but terribly businesslike.

"Then, without warning, from both of them came streams of bullets. Next they were on top of us. Those of us who survived will not forget that morning when your tanks first came into action. And to think we thought they might be threshing machines!"

Trained in secrecy in Suffolk, the crews had helped to smuggle their cumbersome landships across the Channel and up to near the front line without the secret being disclosed. Of the 49 tanks which set out, 17 broke down or became bogged. Nine of those which reached the front line got ahead of the infantry and another nine kept pace with them. One got astride the German line at Fiers, raked it with heavy fire and then, ambulating along behind it, helped to capture 300 prisoners.

NATIONAL ATHLETIC MEETING

Malaya Share In Many Successes

Shanghai, Oct. 14.

Although Shanghai's contingent of athletes at the National Athletic Meet here is pushing up its total of points rapidly, the Malayan competitors are making an excellent showing.

Finals in the meet were concluded yesterday. The following are the results.

80 Metres Women's Hurdles.—1. H. S. Chien (Shanghai); 2. F. Y. Hsu (Malaya); 3. S. F. Hu (Hunan); 4. H. H. Tsao (Malaya). Time: 14.4 secs. (New National Record).

Men's 200 Metres.—1. C. C. Fu (Malaya); 2. S. K. Tai (Shanghai); 3. K. P. Yeh (Shanghai); 4. J. T. Tseng (Kiangsu). Time: 22.9 secs.

Women's 100 Metres.—1. S. Li (Shanghai); 2. H. S. Chien (Shanghai); 3. Y. C. Teng (Malaya); 4. A. P. Tang (Shanghai). Time: 13.7 secs.

Men's Javelin Throw.—1. Y. C. Peng (Peiping); 2. H. M. Fu (Kwangtung); 3. S. M. Li (Liaoning Province, Manchuria); 4. C. C. Chow (Liaoning Province). Distance: 60.275 metres. (New National Record).

Women's High Jump.—1. J. Y. Tang (Fukien); 2. M. Y. Ho (Hunan); 3. M. Y. Feng (Kwangtung); 4. P. L. Su (Hupei). Height: 132 metres.

Men's 110 Metres High Hurdles: 1. S. C. Lin (Shanghai); 2. Y. C. Huang (Kwangtung); 3. Y. T. Liu (Nanking); 4. C. C. Li (Malaya). Time: 16.3 secs.

Men's Tennis

Hong Kong tennis players were again beaten to-day when both Ho Ka-lau and Tsui Wai-pui lost their singles matches to the

Malayan contingent in the National Athletic Games being staged here.

Ho Ka-lau faced T. Z. Tseng, of Java, and was beaten by 6-4, 6-4 while Tsui Wai-pui lost to Kho Sin-kie, of Java, by 6-4, 6-4.

Women's Tennis

In the women's tennis singles W. P. Yang (Kwangtung) beat Y. M. Mao (Shanghai) 8-6, 3-6, 6-3 while M. K. Wei (Shanghai) beat H. W. Chen (Kwangtung) 6-0, 6-0.

S. N. Huang (Nanking) beat S. T. Lu, of Malaya, 1-6, 6-2, 6-4. Miss C. Chen (Nanking) beat Mrs. H. C. Li (Malaya) 6-2, 6-4, 6-3.

In the women's tennis contest, M. K. Ouei and T. D. Ouei (Shanghai) beat K. S. Yuen and W. P. Yang (Kwangtung), the scores being 6-2, 6-3.

Soccer Match

An attendance of 35,000 people saw the Malayan soccer eleven overwhelm Chekiang Province by twelve goals to nil in the second round of the association football competition. At half time the score was five nil.

C. F. Hsien and S. H. Yao each scored four goals while Y. C. Lin, Y. Y. Li, R. C. Liu and C. C. Yi each netted once.

Women's Volleyball

Hunan beat Malaya by three sets to love.

Women's Basketball

Shanghai beat Malaya by 47 points to 34.

Men's Basketball

In the men's basketball, Tsing-tao beat Malaya by 52 to 44.—*Reporter*

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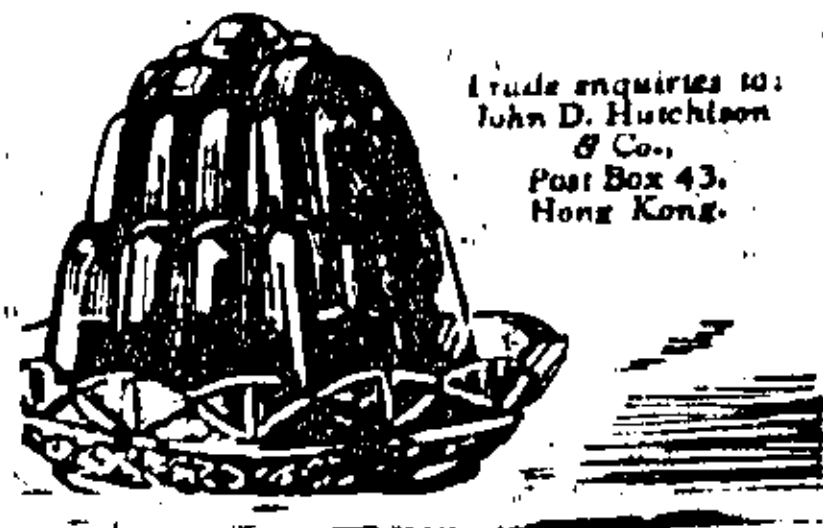
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SUNDAY'S YACHTING

Cruiser Race Under Fast Conditions

(By SHELL BACK)

The Royal Hong Kong Yacht Club opened their Cruiser Racing Season on Sunday last with an unofficial Pool race, the course set being from the Yacht Club round Waglan Light house to starboard and back, a distance of 21 miles.

Conditions were excellent, with a fresh Easterly breeze, which sent the twelve starters off close hauled on the starboard tack; Mr. Lambert's sloop "Azuma" slipped off with a neat start and was soon leading the fleet on the beat down to Lyeemoon. As the yachts went out through the Pass they started to string out into line, fetching Cape Collinson close hauled on the Port-tack and the order was Azuma, U & I, Penguin Tern Sai Long with Wanderer overhauling the last three.

The remainder were spaced at varying intervals behind, with "Tavy II" bringing up the rear. "Quest" had already given up, having apparently got into difficulties with her main sail some where off the Chinese Bathing Sheds near Talkoo.

WATERY TRIP

After Collinson was passed, sheets were eased to make Waglan on a close reach and the run out was distinctly exhilarating sailing, with the breeze holding steady and a shortish sea rolling in from the East. The Four Tonners were getting all they wanted and a watery trip was the general rule for all, so much so in fact that U & I reported a large fish washed up on deck.

Waglan was reached first by Azuma followed fairly closely by U & I and Wanderer; next came five Four Tonners, Penguin, Tern, Sai Long, Typhoon and Monsoon. Cutty having turned back soon after passing Lam Tong Island; finally Luana and Tavy II, the former rapidly overhauling the smaller boats, the latter in what is vaguely known as the middle distance.

TRIP HOME

On the trip home the going was easier, as the sea was on the quarter instead of slapping over the bows and the run was effected with decidedly more comfort than on the outward journey. Azuma held her place in the lead and was first over the line, having done the homeward stretch at slightly under 6 knots, which is a very creditable performance against a reasonably strong foul tide. U & I and Wanderer both maintained

their positions at second and third, while Luana overhauled the Four Tonners to get home fourth.

PENGUIN WINS

Of the Four Tonners, "Penguin" last years Champion, slipped away with a lead on the beat out to Lyeemoon, and held it all through the race. Tern led Sai Long by a short distance over most of the course, but after a dour struggle Sai Long overhauled her to get in some forty seconds ahead. The fear of the small boat section was brought up by Typhoon and Monsoon.

Last, but not by any means least, Tavy II arrived in a somewhat leisurely manner and when the mathematical experts finished correcting the times according to the handicap allowances it was found that she had won by a short head that must be her first race for many a season.

Possibly seventeen minutes in the hour is a long handicap for any yacht, but without a reasonable chance of winning the slower boats will very naturally not race. In any event, on the days results there cannot be much argument against the handicaps, since the corrected times showed a difference of less than sixteen minutes between the first and last of ten yachts, varying widely in size and rig; thus the allowances appear to represent a fair idea of the probable performance of the boats, even if it was rather galling for Azuma and U & I to be put back to second and third places by the arrival of a latecomer.

Below are the official finishing and corrected times, the number on the right indicating each yacht's final placing:

Finished	Corr.	Pos.
Azuma	13.36.30	13.34.42 2
(Mr. E. B. Lambert)		
U. and I.	13.41.30	13.35.58 3
(Mr. G. V. T. Marshall)		
Luana	13.54.57	13.43.12 8
(Mr. A. L. Shields)		
Typhoon	14.08.45	13.43.52 9
(Squadron Leader C. R. Keary)		
Tern	14.05.28	13.40.55 7
(Mrs. B. Foley)		
Wanderer	13.42.53	13.39.10 5
(Mr. H. G. Tilley)		
Quest	D.N.F.	
Monsoon	14.12.44	13.47.28 10
(Mr. H. W. Dulle)		
Cutty	D.N.F.	
Penguin	14.00.33	13.36.30 4
(Col. Lewis and Capt. Eley)		
Sai Long	14.04.47	13.40.18 6
(Capt. J. Hooper and Cowan)		
Tavy II	14.55.23	13.31.42 1
(Tamar W. R. Officers)		

Ladies Sweepstake Races

Ideal sailing weather and a fine breeze favoured the yacht races yesterday in the Ladies Sweepstake "A" and Mixed Classes.

The course was Channel Rocks (P), Kowloon Rock (P), Rumsey Shoal (P), Channel Rocks (S) and finish at Club line, a distance of 7.9 miles.

The following were the detailed results:

"A" Class—Started 14.45		
Finished	Pos.	
Lobo	16.15.11	2
(Mrs. Thackeray)		
La Linda	16.17.00	3
(Mrs. M. G. Keary)		
Pat	16.11.12	1
(Mrs. D. W. Perse)		
Mixed Class—Started 14.55		
Finished	Corr.	Pos.
Diana	16.17.37	16.17.37 3
(Miss I. F. Ritchie)		
Colleen	16.20.44	16.15.28 2
(Mrs. P. F. Foley)		
Sirius	16.33.24	16.10.21 1
(Mrs. Cooper)		

Amsterdam, Oct. 13.
The fifth game in the world championship (Chess) which was played at Delft, ended in a draw. The score is now Akeine 3½ and Euwe 1½.
Transocean Kuo Min

LOCAL POLO

TOURNEY

Three Two-Chukker Games

The two-chukker tournament of the Local Polo Tourney held under the auspices of the Hong Kong Polo Club was held at the Boundary Road ground yesterday and Teams 1, 2 and 6 qualified for the semi-final.

The match between Team 1 and Team 5 resulted in a win for the former by 5 goals to 2.

From the throw-in Team 1 captured the ball and narrowly missed scoring in the first minute of the game. They did not have another till five minutes later and this time Pim made no mistake about it. This was followed by another two, one from Johnston and the other from Portman.

The end of the first chukker came with no change in score. At the resumption of the second chukker Team 5 were awarded a free hit and Rose Price made sure and reduced their deficit to two. From the throw-in Team 5 captured the ball and carried it to their opponent's territory and Jones brought their deficit down to one.

After this there was no stopping Team 1 who completely overwhelmed them to score two goals in succession, another from Portman and still another from Johnston.

The teams were:—Team 1: Portman, Johnston, Pim and Wormell. Team 5: Hooper, Rose Price, Gwydr Jones and Williamson.

SECOND MATCH

The second of the match was between Team 2 and Team 3, with the latter eventually coming out the victor after extra time was called.

The first chukker was undoubtedly Team 3's. They overran their opponents' defence and scored twice, both coming from the stick of Alexander, who substituted for Marson.

From the throw-in at the resumption of the second chukker, Murray Lewis scored a beautiful goal and this was followed by the equalizer also from him. This was the last goal of the second chukker, but as the game was a draw, extra time was called and the winning goal was scored by Metcalfe.

The teams lined up as follows:—Team 2: Murray Lewis, Metcalfe, Henriques and Ropes. Team 3: Baker Carr, Whitaker, Lawe and Alexander.

THIRD MATCH

The third and last match of the day was between Team 6 and Team 4 and the verdict went to the former who won by 3 goals to 1.

Team 6 had the better of exchanges in the first chukker and took an early lead: Bousfield drew first blood with a neat shot and Wilson followed suit with a beautiful nearside backhand. A fine run by Newbigging reduced their deficit to one.

The second chukker was fought out in midfield, but for the first few minutes both teams could not obtain the upper hand. Team 6 eventually got the ball from an outside throw-in and a fine run backed up by good hitting enabled Wilson to score the only goal of the second chukker.

The following was the line-up:—Team 6: Bousfield, Wilson, Stanton and Fielden. Team 4: Newbigging, Macnamara, Meade and Kelly.

MOTOR RACING DRIVER HONOURED

(Special to the "Hong Kong Daily Press" (Copyright).)

Paris, Oct. 13.

The famous German racing driver, Rudolf Carraciola, who this year won six of the eleven European Grand Prix races for the Mercedes Benz firm, has been officially accorded the title of the champion of Europe and presented with a gold medal by the "Association of Internationally Recognised Automobile Clubs" in their annual meeting here.

Carraciola tops the list of successful race drivers with sixteen points being followed by two other members of the Mercedes Benz team Figliola and Branchitsch.

The meeting fixed the dates for the international races in Europe next year—
Transocean Kuo Min.

AIRMAN'S LUCKS

Takes Wife's Advice

(Special Air Mail Service)

London, Sept. 28.

When the news reached London yesterday that Captain Campbell Black and Mr. M'Arthur had made a parachute landing on the crashing of their plane, Miss Desmond (Mrs. Campbell Black) told an interviewer that her "parachute hunch" had probably been the means of saving her husband's life.

"He had never used a parachute previously," she said, "but just before his departure I persuaded him to sacrifice his overcoat for a parachute, despite his protests that he would be quite all right. You don't know how wonderful it is that my hunch has saved his life."

Miss Desmond also said that a few days before the flight Mr. M'Arthur visited them and told them that the experts had said that a parachute jump was rather like a ten-foot jump from a window—"So I did a ten-foot jump from a window just for practice," said M'Arthur.

Miss Desmond was in a news theatre in London when the fact of her husband's safety became known. A special slide was shown on the screen telling Miss Desmond that important news awaited her.

"Before I got to the manager's office, however," she said, "I turned round and saw that another slide had been projected on the screen intimating that my husband was safe."

NO PLANS YET

Anxious inquiries concerning the safety of the airmen had been made by Viscount Furness, the millionaire racehorse owner, who employed Captain Campbell Black as his pilot some years ago. When Lord Furness was married to Mrs. Enid Cavendish in August, 1933 Captain Black acted as best man.

Mr. Cyril A. Nicholson, the Sheffield stockbroker, who financed Captain Campbell Black's flight, stated last night that he had not so far made any plans in regard to another flight. He could not decide anything until he had consulted Captain Black.

Gordon's GIN



THE HEART OF A GOOD COCKTAIL.

HONG KONG BENEVOLENT SOCIETY

All donations gratefully received by the
Hon. Treasurer Mrs. Wynne Jones,
404, The Peak.

Old Clothes at
The Daily Press Building.
Mondays & Thursdays.

New Health for your Child

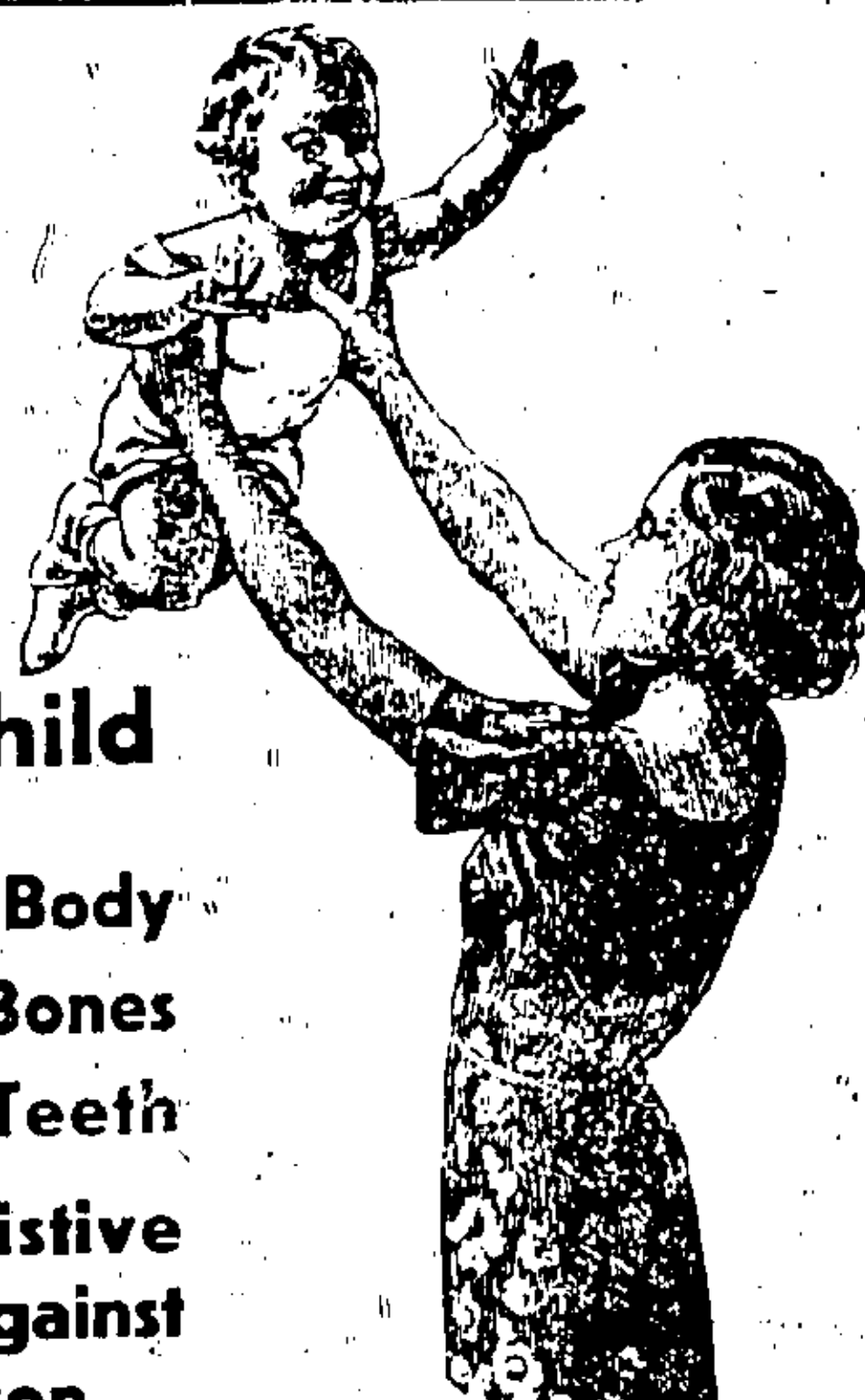
A Healthy Body—
Strong Bones
Sound Teeth
and resistive
power against
infection.

Help your child in the critical years of rapid growth, to develop sturdy bones, healthy teeth, and a strong constitution. You can—by providing him with an abundance of mineral nutrients as contained in Kalzana.

"Many children of the irritable, nervous type, owe their state to a deficiency of organic salts. Such youngsters do well when the diet is reinforced by a well-retained mineral food such as Kalzana," writes the well-known expert on hygiene: Miss Kathleen Dane.

Kalzana
THE MINERAL FOOD FOR BETTER HEALTH

Obtainable at all Chemists and Stores.



Kalzana will protect your child against the results of calcium deficiency such as: anaemia, irritable nerves, weakness, rickets, and a tendency to develop tooth decay.

A course of Kalzana restores lost appetite, builds stamina in delicate bodies, and overcomes irritability in the highly-strung child. Make up your mind to start your boy or girl on a course of Kalzana, to-day. Children like these palatable tablets, and you will soon be surprised at the all-around improvement in their health.



The Job Printing Department

of the

HONG KONG DAILY PRESS

is equipped with all the latest and most up-to-date appliances for the production of first-class work.

All descriptions of Illustrated Catalogues, Circulars, Visiting and Invitation Cards with latest Royal Script Type.

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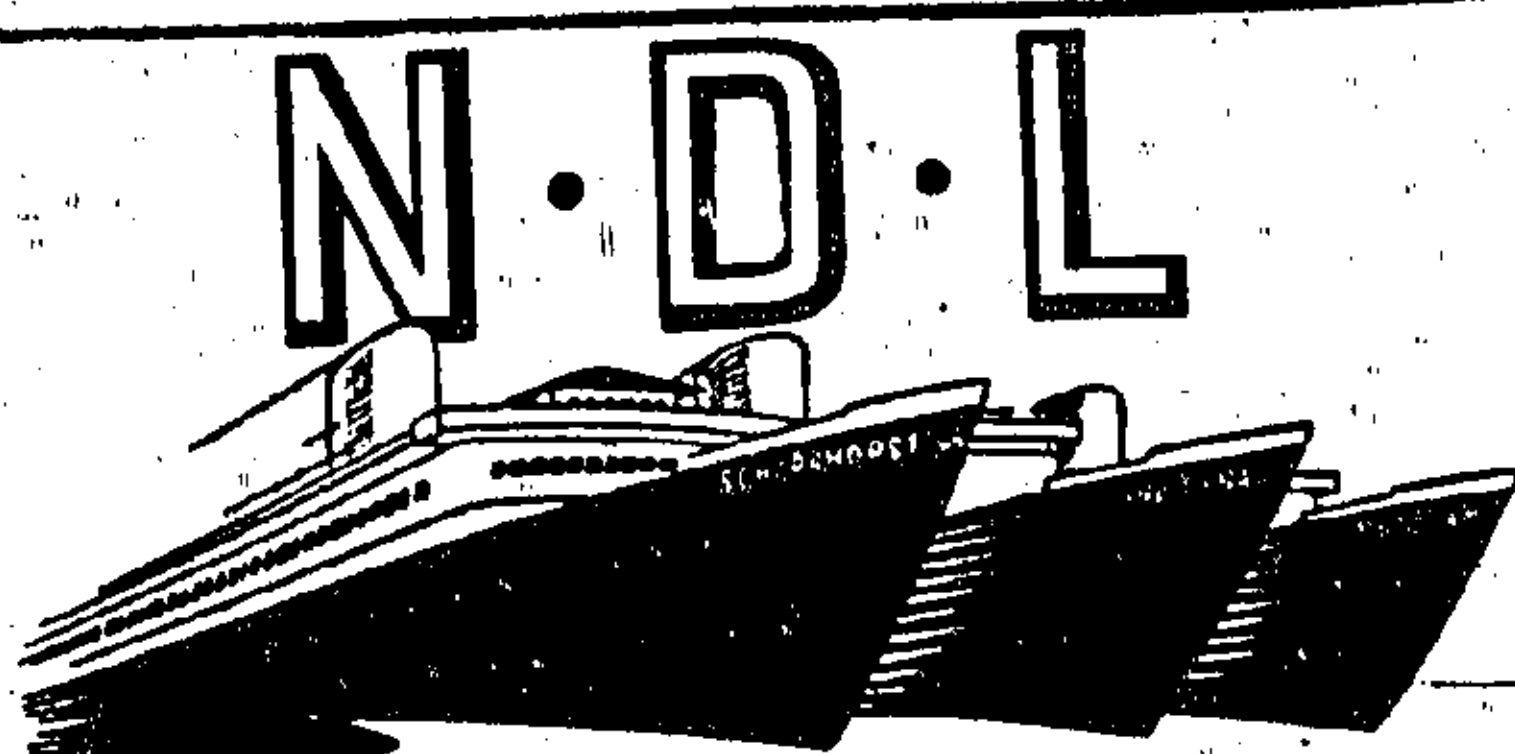
turned out accurately, and with the greatest despatch, under the direct supervision of experienced Europeans.

Book Binding,
Machine Ruling,
Gold Lettering, and Marbling, etc.

All executed on the premises at the shortest notice.

Law Work,
Ledgers and Account books.

A speciality, and at prices which compare favourably with any printing estab. in the Far East. Estimates furnished.



FAR EAST EXPRESS

PASSENGER AND FREIGHT SERVICE

EXPRESS STEAMERS

Calling at
Genoa, Marseilles, Barcelona, Southampton, R'dam, Bremen & H'burg
S.S. SCHARNHORST Nov. 22nd S.S. GNEISENAU Feb. 21st
S.S. POTSDAM Dec. 7th S.S. SCHARNHORST Mar. 27th
S.S. STUTTGART Jan. 24th S.S. POTSDAM Apr. 24th

FREIGHT STEAMERS

M.S. TRAVE Oct. 16th to M'les, C'laena, R'dam, H'burg & Bremen.
S.S. TRIER Oct. 22nd to M'les, H'ona, C'laena, Dover, Rotterdam, H'burg & Bremen

ARRIVALS FROM EUROPE

S.S. Havel Oct. 18th S.S. Scharnhorst Nov. 5th
S.S. Donau Oct. 31st S.S. Scharnhorst Nov. 13th

HONGKONG/SOUTH SEA ISLANDS SERVICE.
S.S. BREMERHAVEN 25th Oct. to Kavieng, Rabaul, Tulagi, etc.
S.S. FRIDEBUN 1st Dec. to Madang, Salamaua, Rabaul, etc.
Subject to Alteration without Notice.

For Passage and Freight apply to:
NORDDEUTSCHER LLOYD BREMEN

Agents:
MELCHERS & CO.
Queen's Building, Connaught Rd. Telephone 26378.
CANTON AGENTS: JEBSEN & CO., Shakspeare B.C.



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Through bookings to America via Europe and Europe via America.
Bookings around the world. — Through bookings to London.

OUTWARD SAILINGS

* m.s. "BURGENLAND" for Shanghai, Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya..... 24th Oct.
* s.s. "NEUMARK" for Shanghai, Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya..... 3rd Nov.
* s.s. "OLDENBURG" for Shanghai, Y'ham, Kobe, Osaka, Dairen, Taku, Tsingtau..... 24th Nov.

HOMeward SAILINGS

* m.v. "ERMLAND" for Genoa, M'les, Antwerp, Rotterdam, H'burg..... 19th Oct.
* m.v. "SAUERLAND" for Genoa, Barcelona, R'dam, Hamburg..... 8th Nov.
* m.v. "RAMSES" for Genoa, M'les, Antwerp, R'dam, Hamburg..... 10th Nov.
* Passenger Vessel. * Limited Passenger Accommodation.

For further particulars and passage fares, etc. apply to:
HAMBURG-AMERIKA LINIE
JEBSEN & CO. AGENTS,
15, Pedder Street, Tel. 28363.

CANTON AGENTS:
CARLOWITZ & CO., Shakspeare Road.

CONSIGNEE NOTICES.

SILVER LINE.

NOTICE TO CONSIGNEES

FROM
NEW YORK AND LOS ANGELES

THE Motor Vessel "SILVERPRESS"

Having arrived from the above Ports on 11th Oct., Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 17th Oct. 1935, at 10 a.m.

No Claims will be admitted after the 18th Oct. 1935, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by:

FURNES (FAR EAST) LTD.,
4th Floor, King's Building,
Connaught Road.
Hong Kong, 11th Oct. 1935. [3876]

NOTICE TO CONSIGNEES.

OORAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "HECTOR"

FROM UNITED KINGDOM via SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie, at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th Oct.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Oct. will be subject to Rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st Nov. 1935, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
12th October, 1935. [3882]

THE EXCHANGE MARKET

MESSRS. ROZA BROS

London advised a steady silver market on Saturday with prices at the last level of 29½ for Ready and 29 7/16 for Forward. The market was supported by America absorbing speculative sales.

London quoted dollars at 4.90½.
Market
Extremely dull, possibly the quietest day during the last few months.

Sterling
Was available at the opening at 2/0 7/16 for near with indicated sellers at 2/0 for December, buyers bidding 2/0½ for near resulting in a small business at that rate for the second half of November. The market closed with sellers at 2/0½ for and delivery and buyers at 2/0 9/16.

U.S. Dollars
Sellers at 49 15/16 later at 50 with buyers at 50 1/16.

Shanghai Dollars
134½ to 134½ nominally. Business was done at 134½ closing with sellers at 134 1/16.

Shanghai Market
Steady. Sterling at 1/8 3/16 at the opening and U.S. Dollars at 37 3/16 sellers. The market closed at 1/8 1/4 and 37½ for spot.

IN THE AFTERNOON

Trading in the afternoon was confined to a few small lots of Sterling at 2/0½ for January delivery and subsequently for December and also a small transaction in Dollars at 50 for near delivery. The closing tone for Sterling was 2/0 7/16 sellers October/December with buyers at 2/0½ and Dollars at 49 15/16 sellers possibly 50 for October and buyers at 50 1/16 for October/November and 50 for December.

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

There is no feature of interest in the market to-day, the rates remaining practically on the same level as last reported, with only a small business passing.

BUYERS
Hong Kong Banks, \$1000.
Union Insurance, \$375.
Providents (old), 45 cts.
Ewo Cottons, Sh. \$5.60.
Hotels, \$3.15.
H.K. Trams, \$10.85.
China Lights, \$7.90.
Telephones (old), \$17.30.
Cements, \$3.15.
H.K. Ropes, \$1.60.
Dairy Farms, \$14.40.
Watsons, \$2.90.
Govt. 3½ Loan, ½ Discount.
SELLERS
Bagulo God, 22 cts.
Benguet Consolidated, \$10.60.
China Lights, \$8.
Electric, \$5.31.
Telephones (old), \$17.60.
Telephones (new), \$31.
Lane, Crawford, \$21.
Constructions (new), 25 cts.

SALES
Hong Kong Banks, \$1015/1017.
China Lights, \$7.90.
Electric, \$5.31.
Cements, \$3.15.

H.K. SHAREBROKERS' ASSOCIATION

BUYERS

Banks, \$1010.
Bank of East Asia, \$60.
Douglases, \$35.
Bagulo Gold, 17 cts.
Beng Explorations, 8½ cts.
Big Wedge, 8 cts.
Gold Rivers 4½ cts.
Antamoks, 71 cts.
Lands, 22½
Providents (old), 45 cts.
Lights, \$7.85.
Electric, \$5.21.
Canton Ice, \$11.
Ropes, \$1.65.
Watsons, \$2.90.
Gold & Bonds, 89%
Govt. Loan 4%, 6½%
Govt. Loan 3½%, par.

SALES
Antamoks, 72 cts.
Providents (old), 50 cts.

JAPAN AND THE CONFLICT

(Special Air Mail Service)

London, Sept. 25.
While the Japanese Government maintains a cautious and reserved attitude towards the Italo-Abyssinian controversy, and Japanese public sympathy is mainly with Abyssinia as the opponent of the "white menace," recent feverish advances on the Tokyo Stock Exchange indicate the expectation in

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

	October 10.	October 13.
Paris	74 27/32	74 27/64
Geneva	15.05½	15.05
Berlin	12.18	12.18
Athens		514 S.
Milan	60 7/16	60½
Shanghai	Holiday	
New York	4.90 3/16	4.90 5/16
Amsterdam	7.23½	7.23½
Vienna	118½	118 7/16
Prague		623 S.
Bucharest		35 29/32
Madrid		
Lisbon		
Hong Kong	Holiday	
Brussels	20.12	29.13
Montevideo	39½ S.O.	
Belgrade		
Montreal	4.97	4.97½
Yokohama		
Helsingfors		
Rio		
Buenos Aires		
Silver (Spot)	29½	29½
Silver (forward)	29 7/16	29 7/16
War Loan	3½, 100½	

Closing Quotations

October 14, 1935.	On New York:
On London:—	Bank Bills, on demand 4½
Telegraphic Transfer..... 2-4	Credits, 60 days' sight, 5½
Bank Bills, on demand..... 2-4	ON BATAVIA:—
Bank Bills, 4 months' sight..... 2-4	On demand..... 73
Credits, four months' sight..... 2-4	ON PARIS:—
ON SHANGHAI:—	Bank Bills, on demand 250
On Demand..... 33	Credits, 4 months' sight 77½
ON SINGAPORE:—	ON SAIGON:—
On demand..... 6	On demand..... 74½
ON JAPAN:—	ON MANILA:—
On demand..... 179½	On demand..... 109
ON INDIA:—	ON BANGKOK:—
Telegraphic Transfer..... 132½	On demand..... 11
Bank, on demand..... 132½	Sovereigns, Bank Buying Rate..... 21½
	Bar Silver, per oz. 2½

FORGED NOTES

Arrest After Four Years

(Special Air Mail Service)

London, Sept. 28.
When William Watts, a former druggist, was charged yesterday in the Federal Court here with counterfeiting, secret service agents told the Court that he was a man for whom they had searching for four years. They alleged that he was the "brains" of a gang which has flooded the New York metropolitan area with counterfeit \$100 and \$20 bank notes. His bail was set at \$50,000.

SECRET ARREST

When Watts was arrested secretly on Wednesday, it was alleged, there was found in his rooms at Union City, New Jersey, \$36,000 in counterfeit notes and a printing press and other articles used in their manufacture. According to Treasury agents, it was the gang of which Watts is the alleged head who furnished the notes distributed by "Count" Victor Lustig, who recently escaped from a New York house of detention. They said yesterday that the arrest of Watts was the most important they had made in 10 years.

The circumstances of his arrest are interesting. About three weeks ago a secret service agent went to a wholesale drug firm for a routine checking up of purchasers of engraving chemicals. "There is a man not in the trade buying some chemicals now," a clerk told him. The detective followed the man out of the place to a large double block of flats in Union City. It took some days to discover which flat he lived in, and then it was found that his neighbours knew nothing about a man registered as "E. A. McMillen," and they were even unaware that there was anyone living in his flat, although later it was learned he had been there for five months.

MILKMAN'S AID

Detectives watched the flat for several days, and then persuaded a milkman to get them into the flat by a ruse. "Knocking" on the door he called out that his bill was due. As "McMillen" opened the door the detectives seized him. It took only an instant's glance around the room to show them that they had at last secured their unknown quarry for whom they had been searching for four years.

some Japanese business circles that the huge profits of the last war may be repented, especially if the conflict expands beyond Africa.

It is believed that, even a localised war will give Japan the advantage over Italy in Asiatic markets and will create better outlook for the Japanese chemical, iron and steel, and shipping industries.

The "Nichi Nichi" to-day observes: "If all Europe is dragged into a second world war, an optimistic sentiment will arise and all shares will experience a simultaneous burst of enthusiasm."

MILLIONS FOR A VANDERBILT

Explorer's Coming Of Age

(Special Air Mail Service)

London, Sept. 28.
The public is guessing as to the precise sum M. George Vanderbilt, son of the late Alfred Gwynne Vanderbilt, who lost his life in the sinking of the Lusitania in May, 1915, received on reaching the age of 21 this week. Its curiosity has not been satisfied by the family lawyers, who refuse to discuss the matter.

Friends, however, "ridicule" reports that the young man, who married Miss Lucille Parsons early this month, received as much as \$4,000,000. Under the will George and his elder brother Alfred shared their father's estate and were to receive their share in four equal parts, on reaching the ages of 21, 25, 30 and 35.

In 1917, two years after the will was proved, the estate was appraised at \$23,350,000, exclusive of real estate property in States other than New York and of property in England. Debts due by the estate were placed at \$280,000.

ESCAPES ESTATE TAX

Treasury officials in Washington point out that, whatever Mr. George Vanderbilt has just received as a quarter of his share in his father's estate, he will not have to pay any inheritance tax on it. The United States had no estate tax laws until more than a year after his father's death.

Mr. George Vanderbilt, who is a descendant of Commodore Cornelius Vanderbilt, founder of the family fortune, has made his name familiar to the American public by exploits as an explorer.

SINGAPORE RAW RUBBER

Latest Singapore Prices

SENJAHIN & POTTS

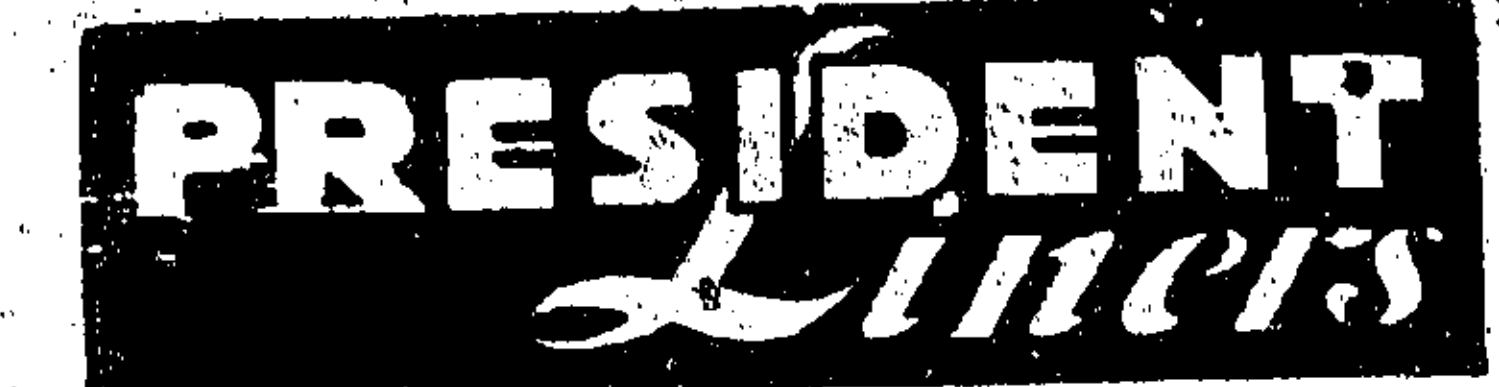
Messrs. Benjamin and Potts have received the following Straits currency quotations (buyers) from Singapore yesterday for Raw Rubber:—
Spot 20½ cts. up 1 ct.
Nov./Dec. 21½ cts. up 1 ct.
Jan./Mar. 21½ cts. up 1 ct.
Apr./June 22½ cts. up 1 ct.
Market—Firm.

H. B. JOSEPH & CO

Messrs. H. B. Joseph & Co. received the following Straits currency quotations from Singapore for Raw Rubber:—

	Buyers	Sellers
Spot	20½ up 1	21½
Nov./Dec.	21½ up 1	21½
Apr./June	22½ up 1	22½
Jan./Mar.	21½ up 1	21½

Market—Firm—Tendency Upwards.



CHRISTMAS EXCURSION

TO

MANILA

First Class £15.

Special Class £11.

S.S. "PRESIDENT HOOVER"

Leave HONG KONG — December 19th, 9.00 P.M.
Arrive MANILA — December 21st, 7.00 A.M.

5 GLORIOUS DAYS

IN

MANILA

Leave MANILA — December 25th, 3.00 P.M.
Arrive HONG KONG — December 27th, 7.00 A.M.

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE

HEAD OFFICE—HONG KONG
CANTON BRANCH—4, SHAKESPEARE ROAD.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION Co.'s
STEAMER "JEYPORE."

ARRIVED HONG KONG ON
11TH OCTOBER, 1935.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th Oct. 1935, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 17th Oct., 1935, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All Claims must reach us before the 10th Nov. 1935, or they will not be recognized.

No Insurance will be effected. Bills of Lading will be countersigned by
JEBSEN & CO.,
Agents.
Hong Kong, 10th Oct. 1935. [3874]

CONSIGNEE NOTICES.

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE M.V. "SAUERLAND"

having arrived, from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th Oct. 1935, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 17th Oct., 1935, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas.

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JEBSEN & CO.,
Agents.
Hong Kong, 10th Oct. 1935. [3874]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "STENTOR"

FROM NEW YORK via MANILA

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th Oct.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godowns, and all Goods remaining undelivered after the 17th Oct. will be subject to Rent.

All Claims against the Steamer must be presented to the undersigned on or before the 31st Oct. 1935, or they will not be recognized.

No Fire Insurance will be effected.
RUTTERFIELD & SWIRE
Agents.
11th October, 1935. [3877]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS.

LIMITED.

FROM LEITH, MIDDLESBRO',

ANTWERP, LONDON

AND STRAITS.

THE Steamship "BENNEVIS"

CONSIGNEES of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Oct. 1935, will be subject to Rent.

All Claims against the Steamer must be presented to the undersigned on or before the 2nd Nov. 1935, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Oct. 1935, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Ltd.,
Agents.
Hong Kong, 11th Oct. 1935. [3897]

CANADIAN PACIFIC

CHRISTMAS HOLIDAY CRUISE

TO MANILA AND RETURN BY THE EMPRESS OF JAPAN

£15 FIRST CLASS £11 TOURIST CLASS

FRIDAY, DEC. 20—LEAVE HONG KONG At 5.00 P.M.
 SATURDAY, DEC. 21—EN ROUTE
 SUNDAY, DEC. 22—ARRIVE MANILA IN MORNING
 MONDAY, DEC. 23—IN MANILA
 TUESDAY, DEC. 24—IN MANILA
 WEDNESDAY, DEC. 25—LEAVE MANILA IN AFTERNOON
 THURSDAY, DEC. 26—EN ROUTE
 FRIDAY, DEC. 27—ARRIVE HONG KONG EARLY MORNING.

Full information from your own Agent or
CANADIAN PACIFIC
 Telephone: Passenger 20752. GACANPAO: Passenger Dept.
 Freight 20042. NAUTILUS: Freight Dept.
 Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
 TATSUTA MARU ... Wednesday, 16th Oct.
 SAMA MARU ... Wednesday, 30th Oct.
 TAIYO MARU ... Wednesday, 13th Nov.
SEATTLE & VANCOUVER.
 HIVE MARU (Starts from Kobe) Saturday, 9th Nov.
 HEIAN MARU (Starts from Kobe) Monday, 25th Nov.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM
 SUWA MARU ... Saturday, 26th Oct.
 FUSHIMI MARU ... Saturday, 9th Nov.
 HAKOZAKI MARU ... Saturday, 23rd Nov.
SYDNEY & MELBOURNE via Manila and Port.
 KAMO MARU ... Saturday, 26th Oct.
 KITANO MARU ... Saturday, 23rd Nov.
BOMBAY via Singapore, Penang and Colombo.
 MAYEASHI MARU ... Monday, 28th Oct.
 TOTTORI MARU ... Wednesday, 8th Nov.
 GINYO MARU ... Tuesday, 17th Nov.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
 BOKUYO MARU ... Saturday, 9th Nov.
NEW YORK via Panama.
 KATSURAGI MARU ... Thursday, 17th Oct.
 NOTJIMA MARU ... Monday, 4th Nov.
 NOTO MARU ... Friday, 15th Nov.
LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.
 TOYOOKA MARU ... Thursday, 14th Nov.
CALCUTTA via Singapore, Penang and Rangoon.
 TOKUSHIMA MARU ... Tuesday, 29th Oct.
 TSUSHIMA MARU ... Friday, 8th Nov.
 PENANG MARU ... Friday, 15th Nov.
SHANGHAI, KOBE & YOKOHAMA.
 KITANO MARU (Nankai direct) ... Friday, 18th Oct.
 TEIKUNI MARU ... Tuesday, 22nd Oct.
 ANYO MARU ... Monday, 28th Oct.
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FRENCH MAIL STEAMERS
 Sailings from Hong Kong:

To SHANGHAI—Kobe.
 SPHINX ... 19th Oct.
 CHENONCEAUX ... 2nd Nov.
 DARTAGNAN ... 16th Nov.
 ATHOS II ... 30th Nov.
 PRESIDENT DOUMER ... 13th Dec.
 ANDRE LEON ... 25th Dec.
 To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.
 MARSEILLE JOFRE ... 22nd Oct.
 SPHINX ... 5th Nov.
 CHENONCEAUX ... 19th Nov.
 DARTAGNAN ... 3rd Dec.
 ATHOS II ... 17th Dec.
 PRES. DOUMER ... 31st Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said or Djibouti.
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 Telephone 26851, 3, Queen's Building, 13

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 17,200 TONS:
 THROUGH CARGO 3,700 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for	Through
	H. K.	Ports.
British		
Yuen Sang.	Moji 492	1,393
Mau Sang.	Sandakan 4,130	—
Ying Chow.	Amoy 830	340
Hulchow.	Canton —	—
Teau.	Holhow 109	35
Anshun.	Singapore 1,220	50
Kwei Yang.	Swatow 1,780	—
	—12,361	—1,808
Dutch		
Tjibadak.	Amoy 106	706
	—106	706
Danish		
Blintang.	Newchwang 3,000	—
	—3,000	—
Japanese		
Fukuken Maru.	Swatow 969	71
	—969	71
Chinese		
Tchekam.	Holhow 270	—
Hai Yuan.	Canton —	630
Hai Chen.	Swatow 514	570
	—784	—1,200
Total17,220	3,785

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—
 Mau Sang (Br.), Sandakan 56
 Anshun (Br.), Singapore 505
 Kwei Yang (Br.), Swatow 35
 Tjibadak (Dut.), Amoy 257
 Fukuken Maru (Jap.), Swatow 13
 Hai Yuan (Ch.), Canton 181
 Hai Chen (Ch.), Swatow 143
 Total 1,194

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	7	7
Dutch	1	1
Danish	1	0
Norwegian	0	2
Japanese	1	4
Chinese	3	2
Total	13	16

ARRIVALS

14TH OCTOBER.

Annam, Danish steamer, 4,235 tons, Captain Krageland, from Shanghai, buoy No. A1—East Asiatic & Co.
 Taikai Maru, Japanese steamer, 2,342 tons, Captain K. Yamada, from Milke, buoy No. A11—M. B. K.
 Fernwood, Danish steamer, 2,727 tons, Captain T. Miebust, from Nanking, Kowloon Wharf—Jensen & Co.
 Lushan Maru, Japanese steamer, 4,507 tons, Capt. T. Tomimaga, from Canton, buoy No. C1—N. Y. K.
 President Taft, American steamer, 3,171 tons, Captain Griffith, from Shanghai, Kowloon Wharf—Dollar S.S. Line.
 Kojun Maru, Japanese steamer, 1,298 tons, Captain M. Kojima, from Tsingtao, Yaumati—D. K. K.
 Zuiderkerk, Dutch steamer, 4,030 tons, Captain J. Swart, from Shanghai, buoy No. A9—J. C. J. Line.
 Hulchow, British steamer, 1,222 tons, Captain J. Turnbull, from Canton, buoy No. B20—B. & S.

13TH OCTOBER.

Yuen Sang, British steamer, 1,983 tons, Captain W. Field-Hook, from Osaka via Amoy, Kowloon Wharf—J. M. & Co.
 Mau Sang, British steamer, 2,063 tons, Captain P. Jowitt, from Sandakan, buoy No. B22—J. M. & Co.
 Yingchow, British steamer, 1,216 tons, Captain F. Griffiths, from Newchwang via Amoy, buoy No. C2—B. & S.
 Teau, British steamer, 1,351 tons, Captain G. Wright, from Holhow, buoy No. B4—Butterfield and Swire.
 Kweiyang, British steamer, 1,580 tons, Captain J. W. Jenkins, from Bangkok via Swatow, buoy No. A13—B. & S.
 Blintang, Danish steamer, 1,725 tons, Captain F. Ravndal, from Newchwang, buoy No. B25—East Asiatic & Co.
 Fukuken Maru, Japanese steamer, 1,543 tons, Captain N. Hirose, from Canton, buoy No. C1—O. S. K.
 Tehkam, Chinese steamer, 805 tons, Captain Kwok Shau, from Tourane via Holhow, buoy No. B5—Ping On & Co.

PASSENGERS

S.S. TILAWA

The following passengers left the Colony on Saturday by the S.S. "Tilawa":—

Mrs. Partridge, Miss Partridge, Mr. G. E. Grashoff, Com. Gunner R.N. H.M.S. Hermes, Mrs. E. MacKenzie, Air Commodore J. E. Bowen, Flight Lieut. L. H. Stewart, Mr. Foong Why Tong, Mr. I. Kenley, Mrs. L. H. J. Keyzer, Mr. Lee Gok Hoe, Mr. Chua Chwee Lian, Mr. and Mrs. G. Wueli, Mrs. M. Rappoport, Flight Lieut. G. C. Bladon, Air Commodore S. W. Smith, Mr. Tse Har Ling, Mr. Lee Tiow Lin, Mr. Lim Boon Kang, Mr. Chong Vet Meow, Mr. and Mrs. Loh Thow Young and two children, Mr. and Mrs. Ng Wah Cheong and two children, Mr. F. J. Fitzwilliam, Mrs. Lee Wong Shih, Mrs. Hsu Chao Wai Ying and two infants, Mr. Lee Soong Kuei, Mrs. Lee Yue Shih, Mrs. F. Yamaguchi, Major and Mrs. F. B. Hayes, Miss G. Sherris, Capt. and Mrs. Somers, A.G. Capt. E. C. Saw, Mr. A. I. Shiff, Mr. K. Patwardhan, Mr. and Mrs. Ambia Khan with daughter and son, Mr. and Mrs. M. P. Albrecht and three children, Mr. and Mrs. Lal Khan with son and infant, Miss M. Quigley, Mrs. J. Parkinson, Mr. and Mrs. S. R. Das and two children, Master Ali Ahmed, Mr. K. Sheth, Mr. M. N. Ghose, Mr. and Mrs. W. T. Baur and three children.

SHIPPING MOVEMENT

The S.S. "Rawalpindi" left Singapore for this port on the 12th instant at 4 p.m. with the outward English Mails, and is due here on the 17th instant at about 6 a.m.

SHIPS IN HARBOUR

WHARVES

Kowloon—Ippe and Yuen Sang, Holts—Changste and Hector, A. F. C.—North Point—Kaituna, Socony—Laichikok—Tonier, Douglas Laprak—Seistan, Salkong—Wing Wah and Tin Seng.

DOCKS

Talkoo—H.M.S. Orpheus, Talsuta Maru, Kwangchow and Hoi Fou.

BOOYS

No. A1—Annam.
 No. A5—Tjibadak.
 No. A11—Taikai Maru.
 No. A13—Kwei Yang.
 No. B3—Hunan.
 No. B4—Teau.
 No. B5—Tehkam.
 No. B7—Haidis.
 No. B10—Helas.
 No. B11—Ping Tsi.
 No. B12—Michael Jensen.
 No. B17—Hab Yih.
 No. B18—Foo Tong.
 No. B20—Hulchow.
 No. B21—Tai Yuan.
 No. B22—Mau Sang.
 No. B25—Blintang.
 No. C2—Ying Chow.

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AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD

UNITED KINGDOM & CONTINENT
 S.S. "CITY OF WINDSOR" ... Havre, London, Rotterdam, Hamburg & Glasgow. ... 9th Nov.
 S.S. "CITY OF WELLINGTON" ... Havre, London, Rotterdam & Hamburg. ... 9th Dec.

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA
 S.S. "TINHOW" ... 20th Oct.
 Loading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Town.
 EAST & SOUTH AFRICA
 M.V. "INCHANGA" ... from Calcutta 4th Nov.; from Colombo 10th Nov.
 M.V. "IN OMATI" ... from Calcutta 4th Dec.; from Colombo 10th Dec.
 M.V. "ISIPINGO" ... from Calcutta 4th Jan.; from Colombo 10th Jan.
 Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Fira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

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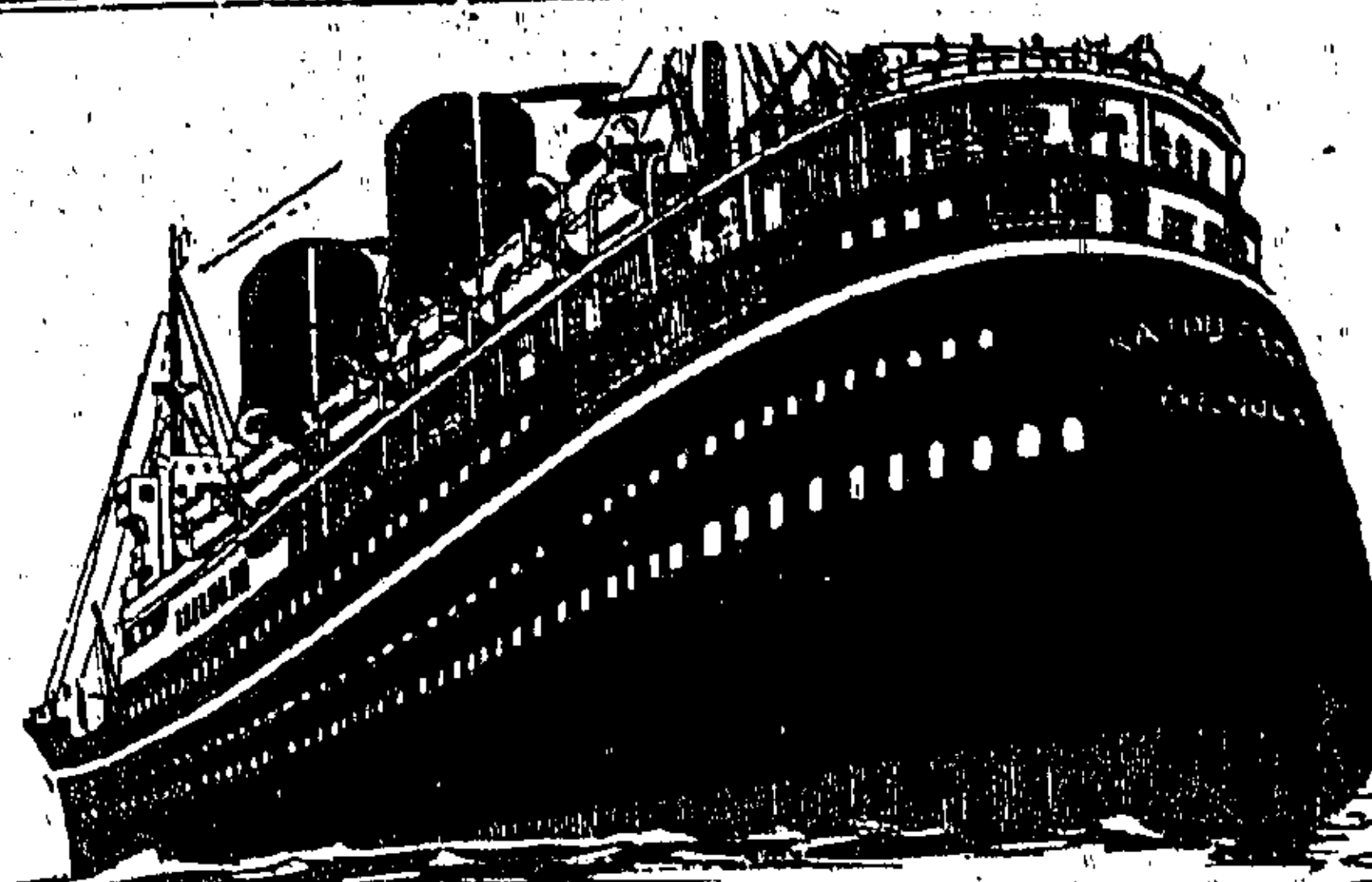
M.V. "SOMERVILLE" ... 25th Oct.
 Issuing through B/Lading to GULF & ATLANTIC COAST with transhipment at Los Angeles by first opportunity.

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 DIRECT ROYAL MAIL STEAMERS
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Steamship	Tons	From Hongkong (About)	Destination
TOHITRAL	16,000	19th Oct.	Bombay, Marseilles & London.
TOATHAY	16,000	2nd Nov.	Bombay, Marseilles & London.
JEYPORE	8,000	8th Nov.	Straits, Colombo and Bombay.
SOMALI	7,000	9th Nov.	Marseilles, Havre, London, Fambury, R'va, Antwerp & Hull.
RAWALPINDI	17,000	16th Nov.	Marseilles and London.
TOORFU	14,500	31st Nov.	Bombay, Marseilles & London.
BANGALORE	6,000	7th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
FRANCHI	17,000	14th Dec.	Bombay, Marseilles & London.
INALDERA	16,000	28th Dec.	Bombay, Marseilles & London.
BHUTAN	6,000	4th Jan.	Mars, Havre, London, H'bg, R'dm, Antwerp & Hull.
CARTHAGE	14,500	11th Jan.	Bombay, Marseilles & London.
BEHAR	6,000	18th Jan.	Marseilles, Havre, London, Hamburg, R'dam, Antwerp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Tangier.

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BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
RANTHA	8,000	27th Oct.	Singapore, Penang, Rangoon & Calcutta
TALMA	10,000	4th Nov.	
SIRI HANA	8,000	22nd Nov.	
TAKADA	7,000	8th Dec.	
TILAWA	10,000	20th Dec.	

* Calls Port Swettenham.

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 The P. & O. Royal Mail Steamers to London and
 The P. & O. Branch Service of Steamers to London via Suez.
 The N. & W. Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

Steamship	Tons	From Hongkong	Destination
NELLORE	7,000	2nd Nov.	Manila, Rabaul, Brisbane
TANDA	7,000	16th Nov.	Sydney, Melbourne & Hobart
NANKIN	7,000	3rd Dec.	

SAILINGS TO SHANGHAI & JAPAN

Steamship	Tons	From Hongkong	Destination
TALMA	10,000	17th Oct. 6 a.m.	Amoy, Shanghai & Japan
RAWALPINDI	17,000	16th Oct.	Shanghai, Kobe & Yokohama.
BANGALORE	6,000	31st Oct.	do
SIRI HANA	8,000	31st Oct.	Amoy, Shanghai & Japan
COORFU	14,500	1st Nov.	Shanghai, Kobe & Yokohama.
TANDA	7,000	3rd Nov.	Shanghai & Japan.

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.
 For further information, Passage, Freight, Handbooks, etc., apply to the Agents:—

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